VOL. CCXX, No. 2873
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Written by Stephen Potter and drawn by Loudon Sainthill

★ ★ ★ ★ ★ ★ ★

introducing

THE FORTY-NINTH STATE

THERE ARE MANY LINKS between Schweppshire and *Schweppsylvania,* 49th State of the U.S. Careful examination of this pictorial map (with historical landmarks) will show that it is much the same as America only more so. The deep South is deeper, with shackier shacks. Its Western *San Franschweppsco* is gayer, and has more artless tramcars. Rich farm lands are quite close to places with No Signs of Life, not to be confused with places where there isn't supposed to be any sign of life, like the *New Schweppsican* desert, which, of course, is living. Even Texas is outdone by *Schweppsas;* and the gentlemanliness of Boston, Mass. is still more so in *Boston, Massachuschweppes,* where the atmosphere is almost reminiscent of what might once have been what once was English.

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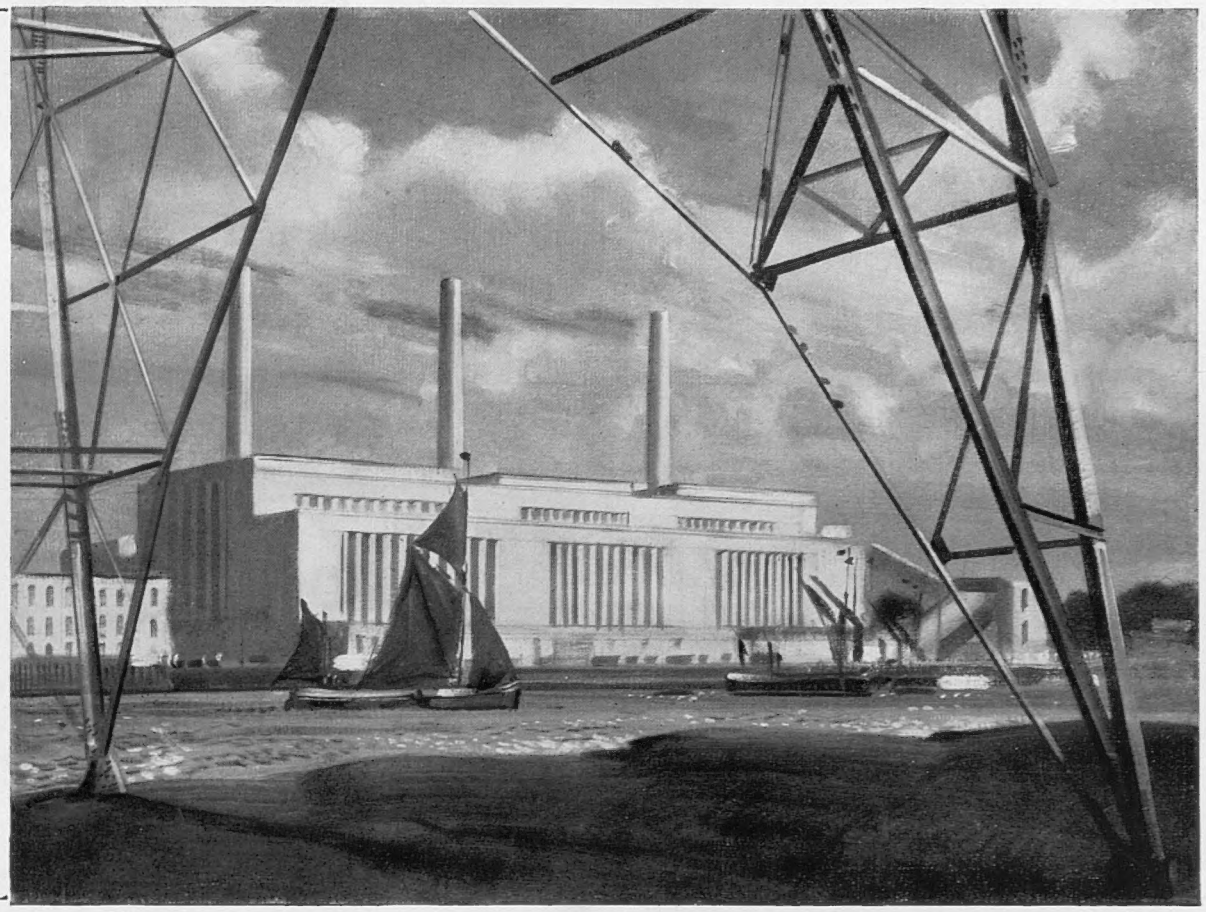

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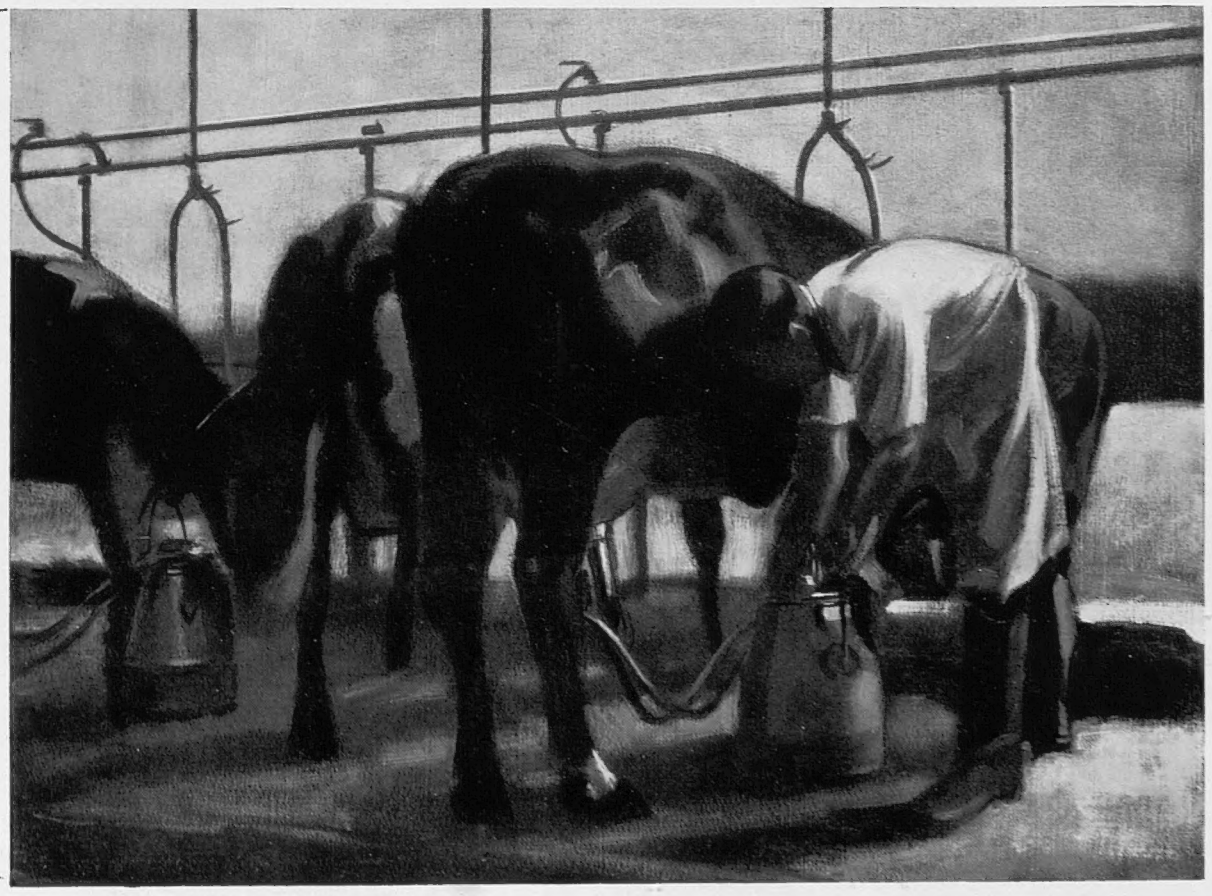

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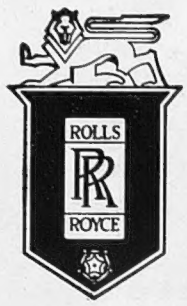

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Volume CCXX No. 2873 The SPHERE, London, March 5, 1955

The SPHERE
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THE ROYAL NAVY'S SECOND "PEROXIDE" SUBMARINE IS LAUNCHED—H.M.S. "EXCALIBUR" GOES DOWN THE SLIPWAY OF THE SHIPYARD OF MESSRS. VICKERS ARMSTRONGS AT BARROW-IN-FURNESS IN LANCASHIRE: She is a new type of submarine employing hydrogen peroxide as a "booster" to the diesel-electric engines. This gives high underwater speed and long endurance. *Excalibur* is a sister-ship to H.M.S. *Explorer*, launched last year and now undergoing her trials.

The naming ceremony was performed by Lady Mason, wife of Vice-Admiral (E) Sir Frank Mason, K.C.B., M.I.Mech.E., M.I.Mar.E., Engineer-in-Chief, and the religious service was conducted by the Rev. J. Mills, Vicar of St. John's Parish Church, Barrow-in-Furness. The H.P. submarines have a modern version of the usual battery and main motors for underwater propulsion. But in addition to their diesel-electric machinery, they are fitted with turbine machinery, for which the energy is supplied by burning diesel fuel in decomposed hydrogen peroxide. This development has been made, under the direction of the Admiralty, by a special design team at Messrs. Vickers Armstrongs, led by Dr. G. H. Forsyth. *Excalibur* has an extreme length of 225 ft. 6 ins. (178 ft. between perpendiculars) and a beam of nearly 16 ft. She is being fitted with the latest submarine escape arrangements, including the one-man escape chamber and the latest breathing apparatus designed for escape purposes. According to the Navy estimates, Britain has forty-three submarines of various types in the Operational Fleet or preparing for service with it, and fourteen in Reserve or undergoing refit.

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The SPHERE with which is incorporated THE GRAPHIC

Vol. CCXX, No. 2873. March 5, 1955

EDITORIAL AND PUBLISHING OFFICES:
195-198, STRAND, LONDON, W.C.2

Postage Rates for this Issue—Inland, 2d.; Canada, 1½d.; Elsewhere Abroad, 2½d.

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FROM "THE SPHERE" OF 50 YEARS AGO

THE RIOTS IN WARSAW: A fight for the red flag which was carried by the revolutionaries during the rising in Poland. It was pointed out at the time of publication (March 1903) that the rising in Poland was much more serious than in Russia, for with the Poles the question was not merely economic but national, as the Poles regarded their Muscovite masters with fierce antipathy.

NOTICE TO CONTRIBUTORS

Drawings.—*The Art Editor will be pleased to consider artists' specimens and has an especial interest in architectural, shipping, aeronautical, industrial and scientific subjects. It is essential that contributors have a high standard of technical accuracy, as well as of artistic merit. Artists should make an appointment with the Art Editor before submitting their work, or should write to him giving a brief description of its scope if they wish to send specimens through the post. All work should bear a short description and the name and address of the contributor, together with stamps for its return through the post should this be necessary. It is essential that the copyright of all drawings is at the disposal of the owner, as* THE SPHERE *generally publishes the work only after obtaining all rights.*

Photography.—*Topical photographs of news events and of personalities in the news will always be considered. It is absolutely essential that these are fully and accurately captioned. Negatives will not be considered and photoprints should be at least* 8 *ins. by* 6 *ins. The copyright of such pictures must be at the disposal of the sender, postage included for those sent by mail.*

Manuscripts.—*Articles and Synopses should always be sent direct to the Editor and, if possible, accompanied with illustrations and photographs. In each case the pictures should be adequately captioned. Articles are required on all subjects relating to the news of the day, ranging in length from* 750 *words to* 2,000 *words.*

IN NEXT WEEK'S ISSUE

LONDON'S VILLAGE OF CHELSEA

By NEVILE WALLIS

With Special Photographs by W. G. Davis

A London Newsletter

195–198, STRAND, W.C.2.

War and Peace.—Certainly the week ending February 19, 1955, was a week of tremendous announcements of policy and decisions. During it, and more recently, Parliament heard the Government's plans for developing thermo-nuclear power for war and for peace. At uncountable cost we press ahead to use the stuff for our homes and factories, and for their defence against aggression. Because the Government gives a pledge never to use the fearful weapon except against an aggressor, it can claim that as far as nuclear force is concerned "all its paths are peace." Peace is only to be obtained through strength; strength against an aggressor, outnumbering us by four to one in "conventional" warfare, is only to be won by storing and, in the last resort, using, those fearful eggs which must destroy all civilisation, friend, foe, victor and vanquished, in one red burial blended. Is there no other way? There is no other way until MacArthur releases his plans for implementing his novel idea: the abolition of war. Until then, it is right that we should be jolted, that our flesh should creep at the frightful possibilities, and some of our preoccupation with our small ambitions and recreations, our backyards and parish pumps, be diverted. We all live in a fools' paradise and have danced on the crater's edge for many decades, while Hell was a-popping just below the surface. Americans are being even more fearfully jolted at the moment as a matter of policy. But, you realise, brave as is the declaration, right and wise as far as we can judge, the fearful decision to win peace by strength does not remove doubts and difficulties of the gravest sort. Nor indeed does it remove the suspicion that our Government has resolved its doubts or seen the way out of the difficulties. Take the armies of N.A.T.O. They must be dual-purposed armies. If the aggressor makes conventional war on the West, their inferior man-power must cope with the big battalions and, only as a last resort, throw in its impious reserves.

Where do we go from Here?—That final decision, the destruction of civilisation to stave off national destruction, is for Governments. And who will prophesy that all Governments concerned will be unanimous in a timeous decision? The very pacts on which defence depends seem as far from ratification as ever. Again, this land of ours, overpopulated, over-taxed, intensely vulnerable, is a tiny island. Where shall we site the factories for turning out these "arts of peace." Are the H-bomb factories "perfectly safe" like the electric-power nuclear piles, guaranteed not to explode, but, admittedly, prone to make a congested area rather nervous? Are they, too, guaranteed not to "explode" if hit by a "conventional" bomb, or become a pre-declaration target for the aggressor's H-bombs? And, if they should "explode," not to hoist us with our own petard? No, some doubt and anxiety remains. The estate market will feel the effect of these doubts. What with noisy aerodromes, new towns, smog chimneys, new trunk roads, and hush-hush acreages fenced with barbed wire, the Civil Servant contemplating a peaceful retirement in old age, may hesitate long before he buys his little plot. We (and our Governments) must keep our heads even while our flesh is being made to creep; we and our Governments must banish our doubts, even while those doubts are obvious to leaders and led in the eyes of led and leaders. In the next decade we shall be competitors with Byron's Isles of Greece "where grew the arts of war and peace" and we must try to accept the assurance (which is the best we can produce at the moment) that "the arts of war and peace" are both of them the arts of peace in this year of Grace and grimness. Let us not underrate the unique significance which History will attach to a week in Parliament in February 1955.

Talked Out and Talked Down.—Two little Bills have lately been defeated one way or other. Mr. Benn's plea to remain "in certain circumstances" in the Commons, and not to be removed protesting to "another place" "in certain circumstances," has, as I supposed, been rejected. But perhaps something will come of his admirably drafted Bill, if ever a scheme for House of Lords reform comes up. He tried very valiantly for justice for the individual. The Small Lotteries Bill (a private Bill) was counted out. Mr. Ede and Dr. Hastings took the high moral tone; the Bill, in their view, was an encouragement to evil, and the Home Secretary, in finding "practicability" in it, advanced a shocking theory of the practicability of evil. I don't quite see how a Government which every year rakes off a king's ransom from gambling, which has no other object than hope of individual and personal gain, could argue in any other sense. The practicability of evil has long made a handsome contribution to our national revenue and I should have thought our representatives in Parliament would not lie down in this defeat and in the preservation of a sorry national hypocrisy: to enjoy a fine bonus from purely selfish forms of gambling but to outlaw any trivial form of gambling which is designed to benefit a good cause for a number of people.

Motor-racing on Main Roads.—I find it difficult sometimes to pick out for comment the most horrid of the "horror comics" put out in Parliament. This week I choose the Lords and Lord Brabazon's new clause to give the Minister power to close public high roads for motor-racing. Another noble Lord assured the House that many local authorities would welcome this clause. I wonder if my own is one of them. The roads across Salisbury Plain, another suggested, would do admirably. Perhaps the motor industry needs more encouragement, though they do a "grand job" on what they have. No doubt the clause would be generous enough to spare A 1, A 2, A 3, etc., in the interests of *other* industries, but all suitable secondary high roads would come under consideration for closure for motor-racing. Local government, the lay magistrature, medical and telephone services, the shops, the post and paper deliveries, would come to a standstill, while the racing cars roared by. The doctor, the housewife, the J.P. and other worthy and useful citizens could stumble to their minor businesses across the plough until held up at the chosen racing track—a perfectly equitable arrangement in Lord Brabazon's view. We can appreciate in small part the shape of things to come, if he had his way. We know the joys of the motor-cycle Sunday "rallies" in our own countryside. It is not our idea of Sunday peace and rural amenity but it affords us a microscopic view of our possible fate one day.

THE PRIME MINISTER AT THE JUNIOR CARLTON CLUB

SIR WINSTON CHURCHILL ATTENDS THE DINNER GIVEN BY THE POLITICAL COUNCIL OF THE CLUB: On his left is Sir Samuel Beale (chairman), who presided at the dinner in the absence of the Marquess of Exeter (president of the Club). From the left of the picture are: Mr. E. P. Croft (vice-chairman), Mr. Christopher Soames, and Mr. E. P. Rugg (chairman of the Political Council). The silver for the decoration of the tables was loaned by the Marquess of Exeter. Sir Winston's speech at the dinner was relayed to members listening in other parts of the Club.

"Leadership"—the Army View.—The Director of Army Education expressed his perturbation at the discovery that not *all* university graduates are fit to become Army officers. The Army does its best. It runs boarding schools so efficiently that, after twelve weeks, 99.2 per cent. of the men go on to take the certificates which lead to promotion. As we know, there are about 1,000 Army recruits a year who cannot write their own names. These, we assume, are among the 99.2 per cent. who go on to gain promotion certificates in the Army. I suppose *all* the "perturbing" university graduates are included in the ·08 per cent. A cause of very mild perturbation. But

his perturbation about university graduates is based
more serious grounds, does not his charge against
e universities hit both ways. The universities might
poste :—Not all Army officers are fit for many civilian
sts which (despite the importance of Army officers)
e still reckoned to be of some national importance.
an think of several such. The direction of nationalised
dustries, the management of banks and other big
ancial and industrial undertakings, " leadership " in
e poor, despised arts, in central and local government,
d the Law, including even the lay magistrature.
eneral Beddall fairly admits that some university
aduates might qualify for leadership in commerce,
d so on, but how dreadful to discover that after
eir " intense mental effort " in university education
very many should still lack the " qualities of leader-
ip and personality needed by an Army officer."
his, too, hits both ways. It seems to account for the
ilure of some Army officers in civil posts, which
ises the question of the precise significance of the
rmy's notion of " leadership and personality." I
ve long had a suspicion that the label is rather
rly and sketchily attached to a young recruit,
d that it may not go very deeply into all the
alities of true leadership, among which are
alities of the mind, such as independence of
ought and moral courage and breadth of mind,
agination and vision also. Some boys develop
ter than others.

A Cruel Coincidence.—It is no doubt a
ainful and very rare coincidence that a brother
ould, in all innocence and ignorance, marry his
ster and discover the truth three years later when
ildren have been born to them. Such, however, was
e case with two young people in the West Midlands.
Orphaned as babies, they came under the care of the
unty council's children's department. Neither knew
f the other's existence. The girl was adopted and
er name changed. The idea of incest is revolting
most minds. It is clear that it owes much to
miliarity from birth to puberty of the parties,
ggesting as it does a heinous breach of a vital conven-
ion safeguarding the sanctity of family life. But
pparently to nothing more. Take away knowledge
relation ip and lifelong familiarity and nothing
mains t mitigate the attraction which a youth
ay feel t wards a girl and vice versa. This is to
any a n el idea that consanguinity of the closest
rt is not in itself a danger sign or bar to human
assion. he red light has to be conventionally
abelled in arge print with a table of penalties. It
hould be ssible to prevent such a tragedy, if tragedy
must al ays be. Adopted and cared-for orphans
ould surel have a confidential case-history attached
some do ment to be produced in the case of their
arriage, a birth certificate is in certain cases
equired. rom this coincidence, the next dozen
iographer of Byron may find new excuses for his
onduct. e was brought up almost wholly apart
om his l f-sister, Mrs. Leigh. His discovery of
er was of being totally unknown to him. He could
deed reac he label but he had experienced no other
f the dete nts.

"Col ured Counties."—A plea for uni-
rsal bou ary stones, clearly marked, to indicate to
e passing otorist that he is now entering a different
unty, ha been persuasively urged. Many counties
ovide the already. The labelling of villages and
wns, now ecoming general, has been a great interest
d teache for motorists, and their polite invitations
road pru nce and their welcome to travellers have
rtainly s eetened human relations and possibly
ngthened uman life. As for county boundary stones,
ey may b of benefit to many who do not possess
y perhaps unique, perhaps sole (but authentic),
rtue or attribute. I claim that without any indica-
ion I can instantly tell when I have moved from one
unty to another. Small or large, each for me has
n atmosphere all its own ; there are distinctions I can
nstantly appreciate in its architecture, agriculture,
edges, trees, even its inhabitants. I feel myself
nfallible, possessed perhaps of an extra sense. I am
rtainly not air-minded, nor sea-minded, nor city-
inded, but I claim to be shire-minded or county-
onscious. With me, every county already has its
pecial colour.

The Curse of Snow.—We are not and
an never be Caithness or the Orkneys. And while
e sympathised with their second dose of misery,
e congratulated ourselves (as men will) on our
cky escape from the new blow. It was *breve*
tudium. Two short hours on a recent Sunday night
d the business for us and marooned us in our house
d our cars in their garages. The telephone remained
live to enable us to cancel a dozen engagements in
London, and thereafter it was shovel, shovel, shovel.
bagatelle to Orcadians, but a tragedy for Arcadians.
t happens of course every year ; Valentine is a warning,
ot a pleasant herald. The B.B.C., too, has come to
ake cowards of us all. It is rarely so black (or white)
picture as they like to paint it. Not *all* the roads
all the counties are " impassable " at the same time.
t is a pity that such descriptive power is not more
lly used to make our flesh creep over the H-bomb.
ut perhaps the " seasonable " weather, as described
y the B.B.C., has so unmanned us that we could not
and a picture of worse and longer-lasting misfortunes.
ho knows ? In a day or two we may be picking
imroses. At the time of writing we are following
e track of foxes round the hen-run, shovel in hand.

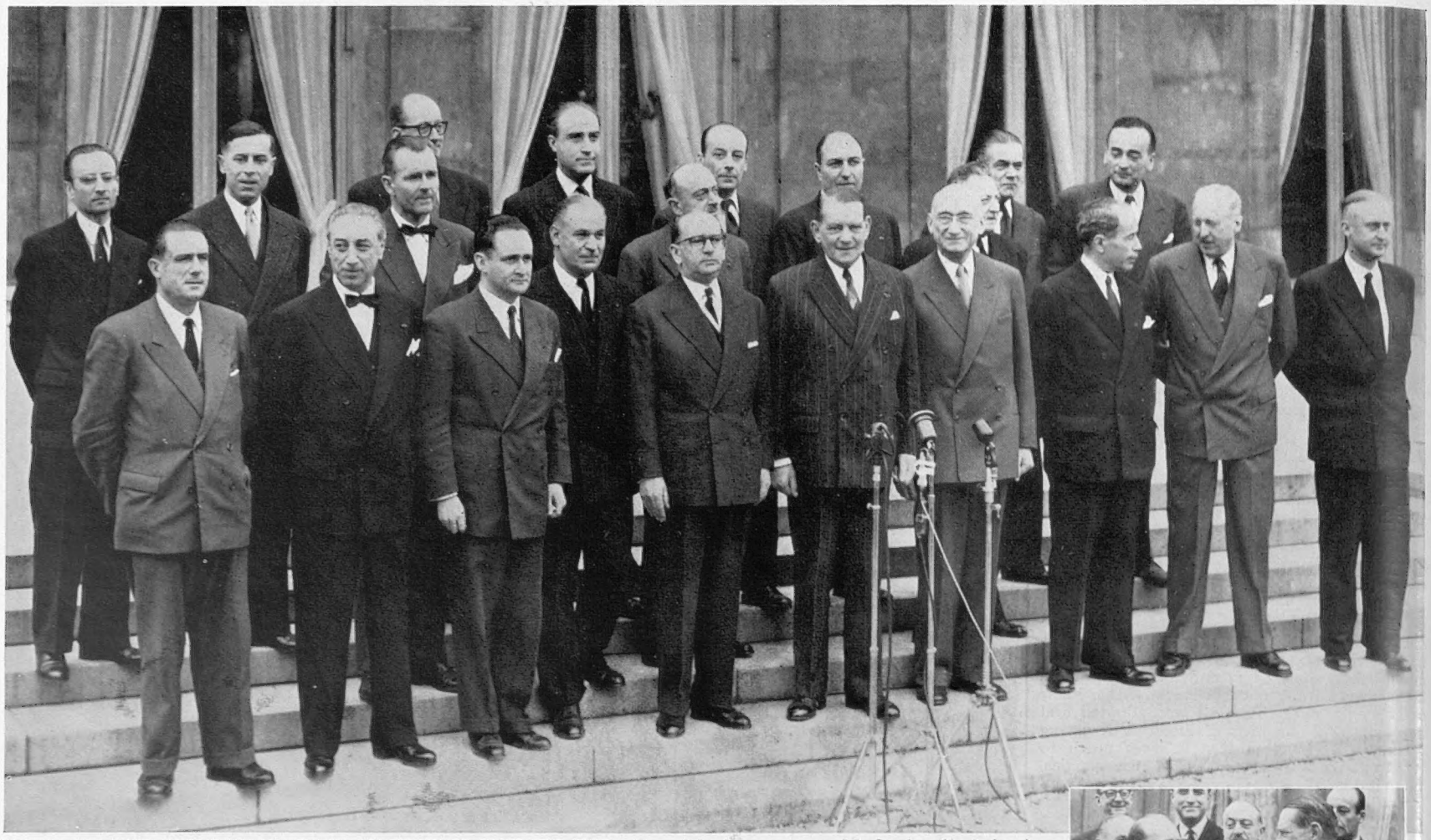
THE OLD STAGER

A FAMILIAR UNIVERSITY SCENE

TORPIDS AT OXFORD : The races were rowed in some of the worst weather on record, often through snowstorms and gales. But this did not affect the excitement and enthusiasm on each day. *Above*—The head of Division IV has just passed Donnington Bridge. *Left*—The lower boats of Division III on the last day. Balliol III, who had made four bumps in coming up from Division IV, are about to catch Trinity II. All the three Balliol crews had a very successful record. Their first boat remained Head. It had been anticipated that they might be caught over the first half of the course by Worcester, who were fast off the mark. But this threat never materialised. In fact, on the fifth day Queen's, who had started fifth, displaced Worcester, in the second place, at the end of a thrilling race about 75 yards from the finish. On the last day Queen's, with a substitute in their boat, were hard-pressed to keep their place by Worcester. Merton, who made five bumps, finished fourth. Five out of forty-eight crews made a bump every day—St. Peter's Hall, Wadham, St. John's, Corpus II and St. John's II. The success of the smaller boat clubs was notable. Some of the bigger clubs fared badly. New College lost six places and Oriel five.

MORE ELECTRICITY FOR SCOTLAND

PROGRESS AT LAWERS : Skiers on their way up Ben Lawers, in central Perthshire, pause to look at the dam which is being built as part of the great hydro-electric project below the mountain. When completed, the dam will be 1,250 ft. long and 130 ft. high and have twenty buttresses. The Lawers project will use the rainfall and head-waters of streams on Ben Lawers and adjacent peaks to produce 80,000,000 units of electricity annually. The water will be collected at heights of nearly 2,000 ft. above sea-level. This scheme is one of the North of Scotland Hydro-Electric Board's vast plan, initiated eleven years ago, for forty-five power-stations. Its purpose is to make full use of the natural resources for hydro-electric power in the Highlands of Scotland to the benefit of industrial and private consumers.



ONE OF THE MOST CONSERVATIVE FRENCH GOVERNMENTS SINCE THE WAR : From left, front row, are M. Sourbet (Agriculture); General Corniglion-Molinier (Public Works and Transport); M. Bourgès-Maunoury (Interior); M. Palewski (Minister Delegate); M. Faure (Prime Minister); President Coty; M. Schuman (Justice); M. Pinay (Foreign Affairs); General Koenig (Defence); and M. Pflimlin (Finance). Standing behind, from left, are M. Bacon (Labour); M. Triboulet (Veterans' Affairs); M. July (Moroccan and Tunisian Affairs); M. Jules (State Secretary for Finance); M. Bonnefous (Posts and Telegraphs); M. Berthoin (Education); M. Teitgen (Overseas Territories); M. Lafay (Health); M. Morice (Industry and Commerce); M. Antier (Merchant Navy); and M. Duchet (Reconstruction and Housing). *On right*—The President congratulates the new Premier.

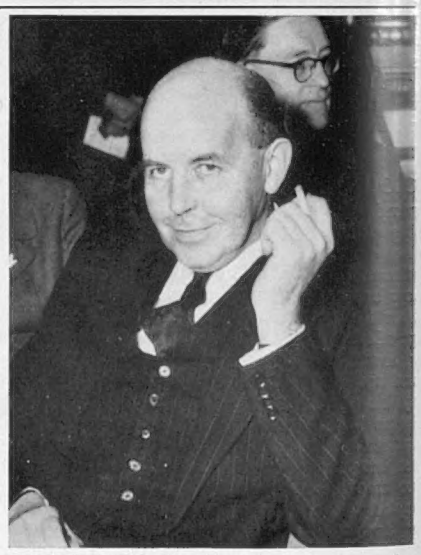
THE NEW FRENCH CABINET

M. Edgar Faure and His Ministers Present Themselves to the President of the Republic at the Elysée Palace in Paris

FROM THE UNITED KINGDOM : Mr. Anthony Nutting, Minister of State for Foreign Affairs, is also Chairman at the talks.

FROM THE UNITED STATES : Mr. Henry Cabot Lodge, who is also the Permanent Delegate of the United States at the United Nations.

FROM FRANCE : M. Jules Moch, a former Defence Minister, has recently published a book on the horrors of modern warfare.



FROM CANADA : Mr. Norman Robertson, the Canadian High Commissioner in London, represents a Commonwealth viewpoint.

THE DISARMAMENT TALKS

Representatives of Five Powers Meet at Lancaster House, in London, to Explore Disarmament Possibilities

Last summer the Sub-Committee of the United Nations Disarmament Commission met in London, and at the end of forty days found that the views of the four Western Powers and Russia were, for the time being, irreconcilable. Last week a new attempt was made at Lancaster House to find some common ground on which international disarmament could be profitably discussed. As last year, talks are to be held in private. This, it is agreed, would provide the greatest chance of success for the present meeting of the Permanent Sub-Committee, which consists of the representatives of the United Kingdom, the United States, France, Canada and the Soviet Union. There were early signs, however, that the Russian delegates, this time headed by Mr. Gromyko himself, might attempt to use the talks for propaganda purposes. A few days before the talks opened, Moscow Radio broadcast three conditions on which Russia was prepared to disarm. These were repeated as being Mr. Gromyko's proposals at the opening session in an "inspired leakage" to the *Daily Worker*. The present conference may well break up in less than forty days.

***On right*—RUSSIA'S REPRESENTATIVE UNDER FIRE : Facing a heavy battery of press cameras is Mr. Andrei Gromyko, Soviet Deputy Foreign Minister, who is leading the Russian delegation at Lancaster House. Behind him is Mr. Jacob Malik, the Soviet Ambassador in London, who represented his country at a similar meeting in London last summer.**

KEEPING THE PEACE IN SOUTH-EAST ASIA: This was the scene in the throne-room of the Ananda Amakon Palace in Bangkok at the start of the conference of the Council of the eight powers of the South-East Asia Treaty Organisation. One of the main purposes of the discussions was South-East Asia's collective defence against Communism, and a wide measure of agreement was reached.

THE BANGKOK CONFERENCE

The Eight S.E.A.T.O. Powers Meet to Plan Collective Defence Against Communist Subversion in their Territories

Sir Anthony Eden and Mr. John Foster Dulles were among the delegates who attended the initial meeting of the Council of the eight Powers of the South-Eastern Asia Treaty Organisation held in Bangkok last week.

A long statement issued at the end of the three days of discussions showed united and firm agreement over the need for collective action against Communist infiltration and subversion in the S.E.A.T.O. countries. With this object in view, it was agreed that Bangkok should become the headquarters of the S.E.A.T.O. Council, on which each country will be represented by a permanent delegate with ambassadorial rank. The Council will be assisted by what are described as specially qualified groups. Each member of the Council will also designate a military adviser. These military advisers will move from one area of the treaty region to another, appreciating the defence problems of each. On the broader world issues of the moment, many reports indicate that the discussions behind the scenes at the Conference revealed some divergence between the United Kingdom and the United States over the critical question of Formosa.

THE BRITISH DELEGATES: Sir Anthony Eden sits at the Conference with Mr. Malcolm MacDonald, the U.K. Commissioner-General in S.E. Asia. Later the Foreign Secretary flew to Singapore to meet senior British Diplomatic and Colonial officials. Then he planned to see something of the operations against the Communist terrorists in Malaya.

THE AUSTRALIAN OPINION: Mr. R. G. Casey, the Australian Minister for External Affairs, addresses the S.E.A.T.O. delegates at Bangkok. On the right is his military adviser, Air Marshal Sir John McCauley, Chief of Staff, R.A.A.F.

MR. DULLES IN PENSIVE MOOD: The U.S. Secretary of State was reported to have found divergence between himself and Sir Anthony Eden over Formosa.

THE S.E.A.T.O. REPRESENTATIVES CONFER: From the left, at the raised table, are the delegates of Siam, the Philippines, Pakistan, New Zealand and France. The other three nations represented were Great Britain, the U.S. and Australia. It was decided that Bangkok is to be the headquarters of the Council of S.E.A.T.O.

FOREIGN SURVEY

A Pictorial Review of Recent News Events in All Parts of the World

THE WRECKAGE OF THE ILL-FATED SABENA AIRLINER IS FOUND AFTER AN EIGHT-DAYS SEARCH : Part of the Douglas Dakota airliner lying on the slopes of Mount Terminillo, about forty-five miles north of Rome. When it was found it lay almost completely covered in snow and thickly encrusted with ice. The twenty-nine people who were on board the airliner during its flight from Brussels to Rome were all killed. It took eight days to reach the wreckage. There had been no indication where the aircraft had crashed, for the last radio message from the pilot said that he was coming down towards Rome to land. Heavy snowstorms hampered the search. Among those on board the airliner was one British person, the second pilot, and Miss Marcella Mariani, an actress, who was "Miss Italy 1953."

THE BODIES ARE BROUGHT DOWN FROM THE MOUNTAINSIDE : Through the mist military and civilian members of a rescue squad make their way down Mount Terminillo with the bodies which had been recovered from the wreckage of the Sabena airliner. They were taken to the town of Rieti, where identification took place.

UNVEILING OF THE HONG KONG WAR MEMORIAL : The Governor of Hong Kong, Sir Alexander Grantham, addressing the large gathering at the unveiling of the war memorial at the Sai Wan Bay. At his right is the Bishop of Hong Kong, the Rt. Rev. R. O. Hall, and at his left can be seen General Sir John Crocker, who represented the Imperial War Graves Commission. The memorial stands on a hill 1,000 ft. above the bay, looking across it to the Chinese mainland.

IN MEMORY OF COMMONWEALTH SOLDIERS : The Governor of Hong Kong laying a wreath at the granite war memorial in memory of Commonwealth soldiers who lost their lives in the war in the Pacific. The memorial at Sai Wan Cemetery commemorated not only 2,200 persons buried in Sai Wan, Stanley, and other cemeteries in Hong Kong, but also another 2,200 who have no known grave, and whose names are inscribed on the panels of the memorial.

M. FAURE PRESENTS HIS POLICY TO THE NATIONAL ASSEMBLY : The new French Prime Minister addressing the Assembly in Paris, when he sought its approval of his policy and his Government. The National Assembly voiced its confidence in M. Edgar Faure by 369 votes to 210. He was backed by nine parties.

THE NEW PREMIER SEES THE PRESIDENT : M. Faure interviewed after visiting President Coty at the Palais d'Elysée. He was Prime Minister for forty days in 1952.

On left—

M. Edgar Faure became France's Prime Minister for the second time when the National Assembly gave him a handsome vote of confidence. He was the fourth candidate for the office since the fall of M. Mendès-France three weeks earlier, and he received the almost full support of every party in the Assembly except the Socialist and Communist. M. Faure's list of Ministers reflects the diversity of his support. He himself is a Radical who was M. Mendès-France's Finance Minister, and also latterly his Foreign Minister. Included in the conservative Ministry are M. Pinay, who failed to form a Government and now becomes Foreign Minister ; M. Pflimlin, who also failed to form a Ministry and becomes Finance Minister ; M. Robert Schuman, Minister of Justice ; and General Koenig (Gaullist), Minister of Defence. This last appointment illustrates well the difficulties of a Prime Minister who has to include the representatives of no fewer than eight different parties in his Ministry. General Koenig resigned as Defence Minister from the previous Government because of his strong opposition to E.D.C. There is no reason to suppose that he looks with favour upon M. Faure's determination to ratify the London and Paris Agreements. In his time, M. Faure has gained some modest success as a writer of mystery stories : he will require all his ingenuity to hold together his present Ministry Of All The Parties.

GUN FIGHT ON A HARLEM ROOF-TOP : Armed detectives and other police, some wearing gas-masks, man the roof-top of a New York block of flats as tear gas and smoke swirl around them. They were taking part in a ninety-minute gun-fight in the Harlem district, which ended in the death of August Robles, wanted in connection with a Brooklyn murder.

GRANDSTAND VIEW OF A FIGHTING FINISH : The residents of Harlem line the roof-tops of East 113th Street to watch the progress of the ninety-minute gun-battle between Robles and some 200 police.

Last week New Yorkers enjoyed one of those gun-fights which they had come to think of as occurring only in the cinema or Chicago. August Robles, squint-eyed and forty-four, with a long and tough criminal record behind him, was wanted in connection with the murder of an ex-convict. When faced by three detectives, he skilfully disarmed them, and then shot his way to freedom past four others. For three days the gunman disappeared. Then Robles was tracked down to a flat in East Harlem. Two detectives approached the flat, and were greeted by a fusillade of shots. The battle was on. Tear-gas was thrown, and Robles's flat caught fire. Finally, after ninety minutes, the cry echoed down the streets : "They got him ! He's dead." Robles, the man who vowed he would never be caught alive, was found in his flat, his body riddled with bullets.

AS GOOD AS THE MOVIES : The fire-engine in the foreground, which was called to the scene of the gun-fight, was quickly commandeered by the Harlem residents who wanted to get a better view of the battle. New York had seen nothing like it, outside the cinema, for twenty years.

On left—

"FALSE WITNESS" : Harvey Matusow before the Senate Internal Security Sub-Committee in Washington, where he was questioned about his story that for some three years he has falsely branded hundreds of persons as Communists. Matusow is said to have been expelled from the Communist Party in 1951, partly for cheating in a *Daily Worker* competition. At about this time, noting the rise of McCarthyism, he thought that anti-Communism was "a good racket." From then on he appeared before many Congressional Committees. Matusow now claims his evidence was false, and describes himself as a reformed "perpetual and habitual liar."

THE AGA KHAN CELEBRATES HIS PLATINUM JUBILEE : Ivory scales, surmounted by three platinum orbs, being presented to the Aga Khan at the Semiramis Hotel in Cairo, on the occasion of the seventieth anniversary of his accession to the Throne of Ismamal, the spiritual leadership of the Ismaili Muslim World. Looking on are the Begum Aga Khan and Prince Aly Khan, the Muslim ruler's eldest son. This was the Aga Khan's first outing since his attack of bronchitis, which gave rise to some anxiety. The ceremony, though stripped of its usual pageantry, was attended by Ismaili leaders from East Africa, India and Pakistan. The Aga Khan was not actually weighed on the scales against platinum, but a cheque for £399,000 was presented to him on behalf of the African Ismaili communities ; this represented his last year's weight in platinum. The Aga Khan was also presented with seventy platinum commemorative coins.

CARNIVAL TIME IN THE RHINELAND : A float passing the great crowd assembled outside Cologne Cathedral during one of the processions of the pre-Lenten carnival. Nearly all the themes of the floats were political, and this one depicts the West German Federal Chancellor, Dr. Adenauer, inviting Marianne, symbolising France, to "come hither." Throughout Germany, and especially in Roman Catholic centres like the Rhineland, *Fasching*, or carnival-time, is an occasion for expressing political opinions in a light-hearted way. This year there have been bigger and better floats in Western Germany than at any time since the end of the war. German rearmament was naturally the foremost theme in the Rhineland carnivals. In the Russian Zone it is reported that carnival parades were encouraged by the Communists for the first time. Laughter, it was decreed, would not be taken to be a sign of political unreliability.

FLOOD DISASTER IN AUSTRALIA

Two Radio Pictures Just Received from the Flooded Areas in New South Wales

A FLOODED RAILWAY STATION IN NEW SOUTH WALES: An aerial view of West Maitland Railway Station, about 120 miles north of Sydney, which was badly flooded during the worst and most widespread floods in New South Wales for many years. In the centre of the picture cars are seen parked on a high ramp in order to avoid the rising water. *Below*—Messages marked on the roofs call for help for twelve people marooned in these buildings at Narromine. The widespread flooding, caused by the overflowing of the swollen rivers, followed several days' heavy rainfall. Maitland was one of the most severely affected areas and it was feared last Sunday that the death-roll there would reach forty. Floodwater from the Hunter River poured through the town and thousands of people were forced to leave their homes. When they returned they found the town covered in silt and damage estimated at £A1,500,000. Another town which was badly affected was Narrabri, where the people were evacuated because of the danger of epidemics. Rescue operations were soon put in hand and the Forces played a big part in helping stranded people in the flooded townships. By last Monday the known death-roll in the flooded areas had reached seventy.

THE WEDDING IN ROME

Viscount Hambleden Marries Donna Maria Carmela Attolico di Adelfia at the Church of Santa Maria in Domnica, Rome

A PRESS CONFERENCE IS HELD TO DISCUSS THE ARRANGEMENTS FOR THE WEDDING: Lord Hambleden and his bride meet members of the press at the Attolico family villa on the outskirts of Rome. Donna Maria is the daughter of Contessa Eleonora Attolico di Adelfia, of Rome, and of the late Count Bernardo Attolico, who died in 1942 while serving as Italian Ambassador to the Holy See. He was also a former Ambassador in Moscow and Berlin.

On left—

THE BRIDE ARRIVES: She is wearing a gown of Brussels lace inherited from her grandmother, and a veil held by a head-dress of orange blossom. The bride was given away by her grandfather, Count Pietromarchi.

THE BRIDE AND BRIDEGROOM LEAVE THE CHURCH AFTER THE SHORT WEDDING CEREMONY: Watched by a great crowd of sightseers Lord Hambleden escorts his bride from the church of Santa Maria in Domnica, Rome. Among the guests were the British and American Ambassadors in Rome and Sir Douglas Howard, British Minister to the Holy See.

At a short ceremony in the ninth-century church of Santa Maria in Domnica, Rome, last week, Viscount Hambleden was married to Donna Maria Carmela Attolico di Adelfia. Enthusiastic sightseers crowded round the church, and when the bride arrived for the wedding service the police had to clear a way to the church door. The bridegroom was greeted with shouts of "Viva Inghilterra!" As he is not a Roman Catholic special dispensation for the wedding was given by the Pope. Masses of white carnations were used in the decoration of the church and the pews were draped in damask. In addition to the Ambassadors, the other guests included Lord and Lady Ogilvy and Mr. Billy Wallace. Lord and Lady Hambleden are spending part of their honeymoon in Sicily. Later, they are going to Brazil.

THE SERVICE IN FRONT OF THE ALTAR: These two pictures were taken during the ceremony, which was conducted by Don Mario di Sora. The four witnesses were Lord Herbert, the Hon. James Smith (uncle of the bridegroom), Count Pietromarchi, and Count Bartolemeo Attolico di Adelfia (brother of the bride). Viscount Hambleden, the twenty-four-year-old head of W. H. Smith and Son, who succeeded to the title in 1948, met his bride while on a visit to the United States.

THE NERVE CENTRE OF BRITAIN'S LATEST AND BIGGEST AIRCRAFT-CARRIER : The fighting control tower of H.M.S. *Ark Royal*, with its wealth of radar and other modern electronic equipment. The 36,800-ton vessel is the first aircraft-carrier to incorporate all the post-war developments in flight-deck technique. An outstanding feature of the new aircraft-carrier is the remote control system by which the ship can steam round the fringe of a nuclear explosion without the boiler and engine rooms being manned if the engines become radioactively contaminated.

THE "ARK ROYAL" IN COMMISSION

Britain's Largest and Most Up-to-date Aircraft-carrier was Commissioned at Birkenhead Last Week and Set Sail on Her Acceptance Trials

THE NON-LETHAL WEAPONS OF MODERN WARFARE : This startling array of instruments, looking like some prize exhibit in an exhibition of contemporary design, is to be seen above the fighting control tower of the *Ark Royal*. It incorporates the radar equipment.

TO BRING THE AIRCRAFT TO THE FLIGHT-DECK : One of the huge lifts which brings up the aircraft from below. Apart from the two lifts on the flight-deck, the *Ark Royal* also has a lift at the deck's edge. This helps to speed up flying operations.

FOURTH OF HER NAME : The three bearers of the name *Ark Royal* had fought against the Armada in 1588, in the Dardanelles in 1915, and against the *Bismarck* in 1941. *On right*—A view of the foredeck while the steam catapult was being built. The *Ark Royal* will be the first to use this launching device operationally.

THE ANGLED FLIGHT-DECK OF THE NEW CARRIER : A view, looking aft, of the flight-deck of the *Ark Royal*, which incorporates one of the most important of the post-war developments. One of the officers directly concerned with evolving the idea of the angled flight-deck is the new ship's commanding officer, Captain D. R. F. Cambell. Besides the new type of deck, the *Ark Royal* also has the mirror deck landing device by which aircraft can be brought in to land with greater speed and safety.

The fourth vessel to bear an almost legendary name, H.M.S. *Ark Royal* last week left the yards of her builders, Cammell Laird and Co., of Birkenhead, on her acceptance trials. Earlier a commissioning service was held on board, and when the provisional acceptance certificate has been signed, Britain's most modern aircraft-carrier will have joined the Fleet.

The *Ark Royal* will be able to cope with nuclear warfare. There will be a remote control device whereby she can steam for a limited time while the engine and boiler rooms are deserted. The ship needs large quantities of air to keep the engines going, and there is serious risk that if she were sailing round the fringe of a nuclear explosion radiation would be sucked in and the engines would be contaminated. The remote control device will allow the engine rooms to be cleared until the dangers of radiation are over.

Apart from this safeguard against thermo-nuclear attack, the *Ark Royal* is fitted with every new flight-deck device developed since the war. There is the angled deck ; steam catapults ; a new type of arrester gear ; a lift for bringing up aircraft from below, at the edge of the deck ; the mirror deck landing aid ; and hangars with an improved ventilation system. These devices not only make flight-deck techniques more efficient, but also enable the carrier to fly off and land the heaviest and fastest types of naval aircraft.

A pleasing feature of the *Ark Royal* is that some trouble has been taken to improve the amenities for the ratings. Nearly all ratings will mess in one hall, and there is an unusually large messing staff whose sole duties are to cater for the men. There is also an extensive broadcast relay system, which includes headphones in the ship's hospital. The First Lord pointed out last week that the Royal Navy was woefully short of manpower, and that one of the factors contributing to this was the lack of amenities on board ship. To some extent the new *Ark Royal* gives a lead in this vital department, as well as setting the pace with modern devices.

A SPECIAL OPERATIONS BRIDGE : The bridge of Commander Flying, which protrudes from the side of the main "island."

SÙLA SGEIR: GANNETS' ISLE

The Most North-westerly of the Isles of Britain, with its Traces of an Ancient History, is One of the Great Homes of the Gannet

By ALASDAIR ALPIN MacGREGOR

THE OLD BOTHIES ON THE GANNETS' ISLAND: These dwellings at the southern end of Sùla Sgeir were used by the men from Ness when they came to the island to plunder the gannets' nests. There are five of these buildings, known as bothies, and until a few years ago most of them still had roofs. Near by there is a sixth called the Temple.

SÙLA SGEIR, one of the North Atlantic's many oceanic isles, is the most north-westerly and one of the most inhospitable of the isles of Britain. Situated roughly forty miles north of the Butt of Lewis, it lies in latitude 59° 6′ north and in longitude 6° 10′ west. Its maximum length, measured roughly from north-east to south-west, is about half-a-mile: its corresponding width is but a quarter of that—a little more, perhaps, than 200 yards. At its northern and southern extremities it reaches its highest points: 230 ft. in the north, and only a few feet lower in the south. The narrow, low-lying neck occurring at the centre of the island tends to divide it into two parts almost equal in extent. At this neck the altitude drops to about 20 ft., with the result that, even under conditions of a moderate Atlantic swell, and with little wind to speak of, this isthmus, throughout its entire width, is often awash. In time of tempest the seas break so perpetually over it as to form an uninterrupted channel of frothy, yeasty, streaming brine.

The island is composed of gneiss—Lewisian gneiss, regarded by geologists as the oldest rock in the world. Of its geology, as, indeed, of much else concerning it, I was to learn at first-hand from my friend the late John Wilson Dougal, who, in the course of his flinty-crush and kindred researches, landed there from a small motor-boat in September 1930. Afterwards he recorded his adventures in *Island Memories*, a volume prefaced and edited by myself, and published post-humously in Edinburgh in 1937. Apart from the Nessmen on their seasonal raid upon the *gugas*, Dr. Dougal would appear to have been the only person of whose landing there exists any record for forty-three years—since the remarkably fine summer of 1887, when that earnest ornithologist, J. A. Harvie-Brown, succeeded in landing from the *Shiantelle* on this desolate isle "forever fixed in the solitary sea."

Sùla Sgeir, along its entire perimeter, rises steeply from the ocean. In other words, it is shoreless, and, indeed, harbourless. Furthermore, its inhospitable and forbidding flanks are pierced by innumerable gullies and caverns. Indeed, the southern peninsula of the island, at its isthmus, has been tunnelled right through by the eroding seas. In the course of a few millennia, the roof of this tunnel will have fallen in, thus creating two separate islands. A landing is possible only in conditions in which, from a heaving boat, the agile may leap on to a ledge of rock only a few inches wide.

When, in olden times, the Nessmen from northern Lewis sailed thither in their large, open lugger—their *sgoth*, as it was called—they leapt ashore and skilfully dragged their craft up 50 ft. of cliff, to batten it down against wind, out of the reach of all but the most unexpected wave, just as the St. Kildans used to do when they visited Boreray. Once the craft was secured, the Nessmen proceeded to rehabilitate the rude and ancient bothies of stone slabs which, for two or three weeks each year, had sheltered them and their intrepid ancestors for centuries, while they bludgeoned on their nests, plucked, singed and salted as many young gannets as circumstances of weather and the capacity of their craft would permit.

The bothies are situated in the southern part of the isle, just where it attains its maximum width. There are five of them, each roughly 12 ft. in length, 9 ft. in breadth and 5 ft. in height. They are built, dry-stone, of enormous slabs of rock so readily obtainable there, due to the nature of the rock and of epigene weathering. Their walls are very substantial, being 4 ft. thick. Each has a door. A second aperture possessed by one or two of them may have functioned as a window. The roofs of all but one were complete a few years ago. Some of them have, outside the door, a sheltering wall; and each has two stone benches within. Just when they were erected, no one can say. That they are ancient seems probable, not because anybody ever lived there for any length of time, but because they were the temporary abodes of successive generations of Ness fowlers all down the centuries.

A sixth building, lying to the east of the five bothies, has been known as the *Teampull*, or Temple, ever since the visit, in 1860, of T. S. Muir, the archæologist and ecclesiologist. Muir assigns to it a name signifying the House of Blessing, imagining it to have been an early Christian hermit's cell. With what historic justification one does not know. Though such hermits in olden times did live in isolation well-nigh incredible, there exists no record of one ever having done so on Sùla Sgeir.

Of vegetation Sùla Sgeir is entirely devoid, except in the vicinity of the bothies. Malcolm Stewart, in his book *Ronay*, mentions the following five species collected by him during his visit in the summer of 1932: thrift, scentless mayweed, scurvy grass, orach and chickweed. Lunndastoth, the northern part, Stewart adds, is as wanting in vegetation as it is in bird life. The birds confine themselves almost entirely to the southern portion.

THE INHABITANTS OF SÙLA SGEIR TO-DAY: An adult gannet, right, and a *guga*, or unfledged gannet, at their home on the North Atlantic island.

The gannet is as much bound-up with the very name of Sùla Sgeir (the Solans' Skerry, or the Gannets' Isle) as the skerry itself is with the ancient economy of northern Lewis; and one recalls that this remote outpost in the North Atlantic was accorded some publicity in 1938, when the killing of the *gugas*, or unfledged gannets, by the men from Ness aroused great controversy. At that time the protection, or otherwise, of the gannets on Sùla Sgeir came within the jurisdiction of the Ross-shire County Council, to whom several bird-protection societies made representation with a view to saving their young from the Nessmen's ravages. The Council declined to move in the matter. It was fortified in its inactivity by the pronouncements of some well-known ornithologists during the controversy that such *gugas* as the islanders took hardly influenced the gannet population, which was actually on the increase, and that the taking of these young birds, while admittedly involving the slaughter of great numbers of them, was no more cruel than other long-established methods of obtaining birds for food.

The passing of the Wild Birds Protection Act of 1954 created in Ness, northernmost parish of the Outer Hebrides, something of a crisis, since the schedule to it failed to include among its exemptions the *guga*. In response to representation on the matter, the Secretary of State for Scotland now proposes to modify the Act so as to enable the Nessmen to kill the unfledged gannet on Sùla Sgeir for a season after August 31 each year.

The Nessmen urged that their forbears laid claim so long ago to anything Sùla Sgeir had to offer as to be beyond question. Round the peat-fire they still tell the story that has been reiterated in northern Lewis down the centuries—the story of the race between their ancestors and the men of Sutherland. Although the latter arrived off Sùla Sgeir first, they were unable to land owing to the swell. The men of Ness, through their foresight, succeeded in establishing a prescriptive title to the isle, however: they hove-to, with a fire already smouldering in their boat. Flinging ashore a live peat, they made good their claim in accordance with ancient custom.

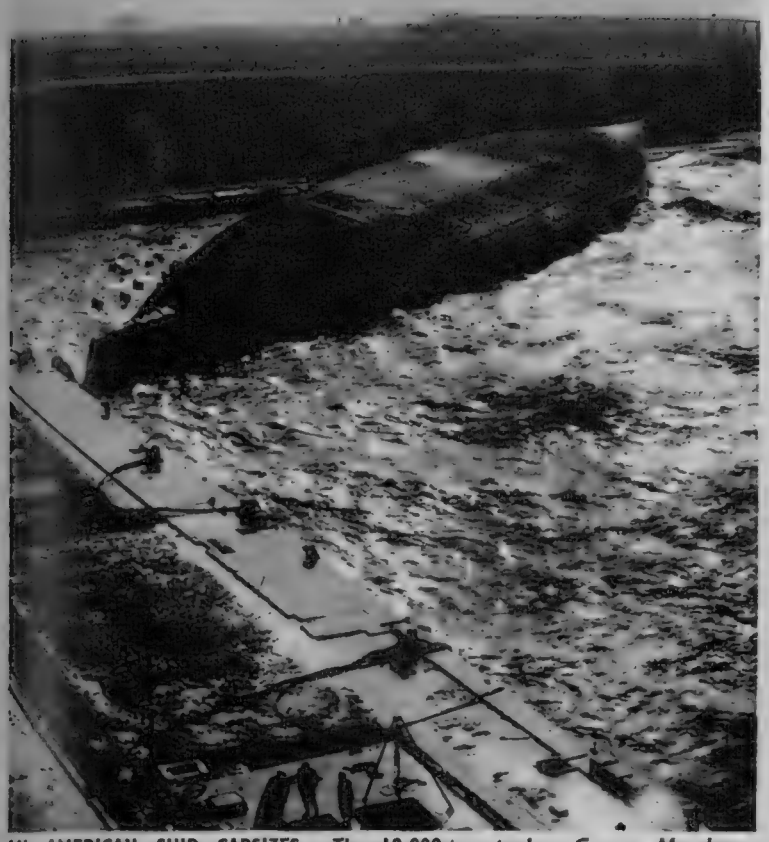
THE HOME OF THE GANNET IN THE NORTH ATLANTIC: Part of the gannetry cliffs of Sùla Sgeir. At bottom right is a *guga*. The Nessmen, from northern Lewis, have for centuries raided the island each year in search of the unfledged gannet.

Excursions to Sùla Sgeir have seldom been devoid of danger to the excursionists, or free from anxiety where their families have been concerned. In the days before speedy communication, when the Nessmen set out with the intention of remaining on the rock for three or four weeks, their failure to return thereafter always occasioned considerable alarm.

In northern Lewis one may hear tales of tragedy connected with the age-long custom of visiting this gannetry. One such tells of the disappearance of those who left Ness for Sùla Sgeir in 1830. They are believed to have been intercepted by pirates and sold into slavery. According to one account, a Lewisman, arriving in Morocco by sailing-ship, discovered there a number of men with whom he was able to converse in the Gaelic, and from whom he was thus to learn that they had been shanghaied when half-way between Rona and Sùla Sgeir, the gannets' isle.

GALE HAVOC IN GENOA HARBOUR

Damage Estimated at £17,000,000 was Caused by Unprecedented Storms which Hit the North Italian Port, Sinking Two Large Ships and Putting many Shore Installations Out of Action



AN AMERICAN SHIP CAPSIZES: The 10,000-ton tanker *Camas Meadows* floats upside-down in the main basin of the port of Genoa. There was nobody on board when she was sunk in the disastrous gale.

VICTIMS OF GENOA'S WORST GALE: The Liberian tanker *Atlantic Lord*, 17,000 tons, seen in Genoa Harbour after she had been badly damaged when thrown against the quay while unloading. Lying upside-down at left is the American tanker *Camas Meadows*.

A 70-m.p.h. gale caused immense damage to the port of Genoa last week and gave a severe buffeting to the shipping in the big harbour. The largest ship to be sunk was the American tanker *Camas Meadows*. She had come from New York to be scrapped, and fortunately no one was on board when she capsized. Far greater anxiety was caused by the Swedish cargo-ship *Nordanland*, which was carrying highly explosive carbide. After being badly holed, attempts were made to repair her and tow her away from the harbour area in case of a disastrous fire and explosion. This proved to be impossible, and the area round the vessel was evacuated. The ship did catch fire, but fortunately no disaster occurred. It will be many months before the port will regain its former efficiency, for a large number of the harbour installations were badly damaged in the gale. An unusual consequence of the storm was that a month-old strike in the port area was brought to an end.

WAVES HIT THE BREAKWATER: A view of Genoa harbour as waves smash against the wall in the background. With a wind of 70 m.p.h. behind them, waves up to 70 ft. high battered the outer sea-wall.

THE TOWN OF GENOA DID NOT ESCAPE THE BATTERING: An electric sign on top of the railway station seen after it was brought down by the fury of the gale. According to the port authorities one-third of the port facilities were damaged.

THE CARBIDE SHIP WHICH CAUGHT FIRE: The Swedish freighter *Nordanland*, 4,147 tons, seen sinking in an isolated part of the harbour. Because of her cargo of calcium carbide, there was risk of a dangerous explosion.

THE "ATLANTIC LORD" HUMBLED: The Liberian tanker seen high and dry after she had been thrown against the quay. Twenty members of her crew were rescued by an improvised line which was thrown from the ship to a quayside shed.

THE HAWKER HUNTER—THREE SQUADRONS OF THIS FAST FIGHTER ARE NOW IN SERVICE WITH THE R.A.F.: The increasing numbers of Hunters which are now being flown by squadrons of the R.A.F. mark the beginning of the change from the well-tried but obsolete Gloster Meteors and American Sabres to more up-to-date equipment. The Meteor has a top speed of about 600 miles per hour, while the Hunter reaches 700 m.p.h. with ease. It will be used as a day fighter by the R.A.F. and by other countries.

THE ROYAL AIR FORCE TO-DAY

A Strong Air Force is a Deterrent to Any Possible Aggressor, for in the Event of War it Might Deliver the Decisive Blow. Britain has a Leading Role in Western Defence. Therefore Much Depends on the State of the R.A.F.

By AIR MARSHAL SIR ROBERT SAUNDBY, K.B.E.

According to the recently published White Paper on Defence, Britain's defence policy is based upon three considerations—"to build up the deterrent against aggression, to fight the cold war, and to prepare for a major war in case it should come to that." The main contribution to the deterrent is made by the Royal Air Force, which must possess bombers capable of carrying nuclear weapons. Again, if global war broke out, the primary role would fall to the R.A.F. Upon its striking power the country would depend for an immediate and decisive counter-blow; for a major contribution to the defence of this country against air and sea attacks; and for air support to the allied front in Europe. But in the event of a major war it must be remembered that Britain would not fight alone, but as a leading member of a great alliance.

Therefore the pattern of the British forces must conform to that of the whole. With regard to the Air Force, two other new Government documents—the Air Estimates for 1955–56 and the White Paper on the Supply of Military Aircraft—have explained how that is being achieved. Much of these plans has of necessity to be long-term. Meanwhile many people ask: What is the state of the R.A.F. to-day? How would it stand up to a war in the near future and what form would that war take? A considered answer to this question is given in the following article by Air Marshal Sir Robert Saundby, K.B.E., C.B., M.C., D.F.C., A.F.C., who was Deputy A.O.C.-in-C., Bomber Command, R.A.F., 1943–45.

THE object of this article is to discuss, in general terms, the state of readiness and battle-worthiness of the Royal Air Force to-day, and to give some idea of the tasks which it would have to undertake if full-scale war should be thrust upon us in the near future.

The rise of air power from very small beginnings, less than forty-five years ago, to its present dominant position has been very swift. Indeed, the reality has far outstripped the most imaginative forecasts of the early air enthusiasts.

It was in 1911 that the first British air unit came into being, followed a year later by the formation of the Royal Flying Corps, originally a unified Service with military and naval wings. And it was only forty years ago that the Germans, by mounting a machine-gun in their Fokker monoplane, converted a reconnaissance vehicle into a weapon of war. In those forty years the intensive development of aircraft and the invention of weapons of mass destruction have entirely altered the whole concept and conduct of war.

The First World War ended before any convincing proof of the offensive power of aircraft had been obtained, and right up to the outbreak of World War II. many people still believed that the operations of air power could never have a decisive effect, but would exert their maximum influence when used in support of land and sea campaigns. Our attempt to go to the assistance of Norway in 1940 was based on the assumption that our sea power could offset the German supremacy in the air over Norway and the eastern North Sea. The dramatic failure of this attempt was only the first of a series of instances, throughout the war, which showed conclusively that a reasonable degree of air superiority is necessary before successful land or sea operations can be carried out.

ONE OF THE FIRST FIGHTERS IN THE WORLD: This is a German Fokker E IV, with a gun mounted behind the propeller. It was in late 1915 that these light aircraft, previously used as scouts, were converted into fighters.

A VITAL PART OF BRITAIN'S AIR DEFENCE SYSTEM: The Operations Room of a modern fighter station, showing the plotting table. Here, the positions of enemy aircraft, determined by ground radar, are plotted and the movements of aircraft are co-ordinated. The fighters are directed towards the enemy verbally until they have made visual contact, or can "see" the hostile aircraft in their own radar screens.

Within the last decade the coming of "A" and "H" bombs has endowed air operations with a power of mass destruction that transcends human imagination. As Sir Winston Churchill said, at Boston, Mass., in 1949: "For good or ill, air mastery is to-day the supreme expression of military power, and fleets and armies, however necessary, must accept a subordinate rank." And more recently, on October 21, 1954, Field Marshal Lord Montgomery declared: "The dominant factor in future war will be air power. . . . If we lose the war in the air, we lose the war and lose it quickly." If global war should break out, the air battle, in whatever form it may take, will be the crucial battle. Once it has been decided, the final issue will hardly be in doubt.

This places upon the youthful Royal Air Force a responsibility of appalling seriousness. It is natural to ask ourselves whether the Air Force, if that supreme test were to come, could cope with its tremendous task. Has it got the aircraft, the weapons, the equipment, and the men it needs? Has it been given the overriding priorities to which, as the supreme expression of our military power, it is surely entitled?

The first and most important point to note is that the R.A.F., in a global war, would not stand alone. It is a part of the air power of the North Atlantic Treaty Organisation. Of course, since we have world-wide responsibilities in the defence of the Commonwealth and Empire, the R.A.F., with its counterparts in Australia, Canada, South Africa and New Zealand, must be organised as a balanced force. We must have under our own control long-range bombers, defensive fighters, tactical aircraft for Army support, shore-based aircraft co-operating with the Royal Navy in the defence of our vital sea communications, and a military air transport service. Nevertheless, if it comes to global war, the R.A.F. must be regarded as a part of the air forces of N.A.T.O., which must also, as a whole, add up to a balanced force.

In the early days we used to measure the size of the air force we required by comparing its first-line strength with that of other air forces. Thus, in 1925, it was laid down that our first-line strength was to be not less than that of any air force within striking distance of our shores. In those days only the French air force came within this definition, and the yardstick of parity with the French, with whom it was unthinkable that we should be at war, was unrealistic in the extreme.

The correct way to measure the size of the air force we require is not to compare it with any other air force, but to decide what

we want it to do, and then build an air force capable of carrying out those tasks.

It cannot be denied that if war were to come upon us in the near future, the equipment of the R.A.F. is not all that we could wish. The Service is just beginning to receive, in quantity, the first of the four-jet bombers, the Valiant, and the swept-wing fighters, the Hunter. Further away are the newer long-range bombers, the Vulcan and the Victor, and the delta-winged Javelin all-weather fighter.

All these new aircraft have been given super-priority in production. But they represent a tremendous advance on their predecessors, and it is not surprising that some of them have met with "teething troubles." Our hard-pressed design staffs and production engineers have been faced with a multitude of fresh problems, arising from the availability of lightweight engines developing enormous thrust, and the consequent advent of supersonic flight. The conventional airframe is no longer adequate. All sorts of new ideas, such as delta wings, vertical take-offs and even wingless "flying bedsteads," are crowding in upon us. Until this period of tremendous progress showed signs of stabilising, it would have been folly to have tooled-up for production, and spent vast sums of money on aircraft and weapons which would very quickly have become obsolete.

Of course, in this business the best is the enemy of the good. Development in aircraft design is so rapid that something better is always in sight, but there comes a time when designs must be frozen and large-scale production ordered. The right time to do this is a matter of expert judgment. If it is postponed too long the equipment in service will become totally obsolete before it is replaced. If it is fixed too early, the new equipment may be obsolescent by the time it is delivered in quantity.

THE DE HAVILLAND VAMPIRE, ONE OF BRITAIN'S FIRST JET AIRCRAFT: Many versions of the Vampire have been built for use in several countries. The aircraft has seen service as a fighter and night fighter. It is now used mainly as a trainer. The Venom, a development of the Vampire, is in service as a night fighter and fighter bomber.

THE METEOR NF 11, THE BACKBONE OF BRITAIN'S NIGHT-FIGHTING FORCE: This plane carries a crew of two and extensive radar equipment, enabling it to intercept enemy aircraft at night or in bad visibility during the day. The Meteor, first produced by the Gloster Aircraft Company, was the only jet aircraft to see service during the war. The night-fighter version is a basically new design carried out by Armstrong Whitworth. It first flew in 1950.

It must be remembered that six to seven years must elapse between the issue of Air Staff requirements for a new type, and the date at which it becomes available to the Service in quantity. It is impossible substantially to reduce this period, though something can be done by the expensive process of ordering a number of prototypes, so that flight and operational testing can be carried out more quickly, and a decision reached to go into quantity production at an earlier date. What is called "ordering off the drawing-board"—i.e., before the prototype has begun its flying and operational trials—perhaps before it has even flown at all—is a desperate expedient, justifiable only in a grave emergency. It is always liable to lead to failure and a serious waste of money and effort.

The R.A.F. is at present on the threshold of a period of replacement. Most of its bombers and fighters are on the way to obsolescence. But its Meteors and Canberras are excellent, well-tried machines, and their air and ground crews know how to get the very most out of them. There is no indication that the approaching obsolescence of their equipment has had any effect on their morale, and, in fact, the morale of the R.A.F. has probably never been higher than it is to-day.

The development of aircraft and weapons is so rapid and incessant that no national air force could be at the top of its form all the time, unless its aircraft were replaced almost annually. This would be an impossible proposition, as our design and production staffs could not undertake such a task, and the cost would be inconceivably great. Indeed, as long as we—or any other peaceful democratic country—had to depend on our own strength alone, this always constituted a very great danger, since an aggressor could phase his own development in such a way that the peak of his efficiency coincided with his intended victim's maximum degree of obsolescence.

But N.A.T.O. air power, as a whole, by means of a carefully co-ordinated programme of replacement, can maintain a very high over-all efficiency. This is certainly a point needing careful attention, as any tendency towards general obsolescence would not pass unnoticed by watchful eyes in the Kremlin and Peking.

We have seen that the air battle would be the decisive battle of the war. What form is it likely to take in an all-out struggle between East and West?

It is possible that the war might begin with a surprise attack from the air, using "A" and "H" bombs, in an attempt to knock out the West. The objectives of such an attack might be the centres of administration and production in this country and the U.S.A., or the bases on which N.A.T.O. air power would depend for the counter-blow. I do not think it would be a feasible proposition simultaneously to attack both these target systems, but the possibility of such an attempt cannot be ruled out.

If the first objective were chosen, then within a very short time the N.A.T.O. bombers would take off, loaded with "H" bombs, and the centres of administration, production and communications in the Communist empires would be pulverized beyond hope of repair. Enormous devastation and loss of life would occur, but one side or the other might retain sufficient vitality to call itself the victor. But it is also possible that the blows would cause a mutual paralysis without being decisive, and what the White Paper on Defence of 1954 called a "period of broken-backed warfare" would follow. In this situation victory would go to the side which had the greatest power of recuperation—a fact which spotlights the importance of a sound civil defence organisation, with properly trained mobile columns for rescue, repair and rehabilitation, as has been outlined in this year's Defence White Paper.

If the second objective, the N.A.T.O. air bases, was chosen, the result would not be very different. These bases are so numerous that it is most improbable that a high proportion could be simultaneously put out of action. We should expect to get sufficient warning of the attack, in most cases, for the bombers to be airborne before the blow fell. The counter-offensive would then be immediately staged from the bases still serviceable. But this possibility does underline the importance of having a large number of suitable bases, and bombers enjoying really long range, so as to give us the flexibility needed to avoid the consequences of such an attack.

But what about the air defences? Can we not rely on them to stop an attack or at least minimise its effectiveness?

The air defence of Western Europe, in which Britain is included, is organised as a region with a centralised

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THE CANBERRA B6—A HIGH-ALTITUDE MEDIUM BOMBER: The Canberra has an exceptionally good performance at high altitudes, and has established many point-to-point records. The Mark 6 carries a crew of three, consisting of a pilot and two navigators. One of the latter navigates by radar on to the target and the other acts as bomb-aimer when over the target. The pilot operates the radio. The Canberra is also in service as a high-altitude photo-reconnaissance aircraft and as a trainer.

THE EVOLUTION OF THE R.A.F.'S DAY AND NIGHT FIGHTERS

The Planes which Fought in the Second World War; Those in Service Now, and New Types which are Promised

The Spitfire, at the beginning of the war, was one of the best fighters in any country, and, together with the Hawker Hurricane, was responsible for winning the decisive Battle of Britain. As the war went on, so the Spitfire was improved, and for most of the time kept well abreast of the new types being produced in other countries. It was eventually displaced by the jet-propelled Meteor single-seat day fighter, which has had as long a career as its predecessor. Now the Meteor, in turn, is giving place to the Hawker Hunter, an aircraft with twice the speed and power of the early Spitfires. For the future there is the English Electric P.1. The existence of this aircraft was disclosed only last year, and already it has reached supersonic speeds in level flight. Twenty prototypes have been ordered, and it would seem that the difficulties encountered in getting the Hunters into service will be considerably lessened.

The Beaufighter, in the right-hand column, is an historically interesting aeroplane because it marked a new departure in fighter aircraft. It was in service at a time when night bombing raids were regular and could be called the first night-fighter. A night fighter needs good hitting power, long range and a high speed. The Beaufighter had all but the last of these. The Meteor 14 is also in danger of lacking the necessary turn of speed to make a swift interception, but the Javelin, seen at the bottom of the column, is due to enter service this year. Details of this aircraft have not been disclosed, but there is evidence that it will be one of the best night-fighting planes in the world.

THE GROWTH OF THE MEDIUM AND HEAVY BOMBER

Comparative Pictures of Aircraft Used During the War, Those in Service Now, and Those Planned for the Future

The evolution of the medium bomber, from the Blenheim through to the Canberra B.6 and the Canberra B.8, shows an interesting change in tactics brought about by technical achievement. The Blenheim, which will be remembered as the backbone of Britain's day bombing force during the first two years of the war, made its bombing runs from a very low level. One of the most notable raids by these aircraft was carried out by six squadrons of Blenheims on power stations at Cologne. The bombing runs were made at heights of under 100 ft. The Canberra B.6, due to a vastly superior performance at high altitudes and to remarkably accurate radar aids, is able to carry out bombing attacks from great heights. The B.8, at the bottom of the column, will also be used as a high-altitude bomber, but is designed for use as a night intruder as well. To give the pilot a better view downwards in this latter role, the cockpit is placed to one side of the fuselage. This version is not yet in service.

The robust Wellington bomber, seen at the top of the right-hand column, did splendid service throughout the war and carried out some of the heaviest raids made on Germany. Later on in the war, the bigger types such as the four-engined Stirling and Lancaster came along and the Wellington served alongside these, but was not displaced by them. The Lincoln, the only heavy bomber now in service with the R.A.F., is a development of the wartime Lancaster. It is in heavy bombers that the R.A.F. is most lacking, but the "V" class bombers, of which the Vulcan, illustrated here, is one, are now in production for the R.A.F.

THE ROYAL AIR FORCE TO-DAY *(continued)*

THE ROYAL AIR FORCE DOES NOT STAND ALONE : A formation of American B-47 Strato-jets flies over Dayton, Ohio. These aircraft, long-range jet-propelled bombers, were on a flight from England to California—a journey which was accomplished in less than 15 hours. The B-47, which has a top speed of over 600 m.p.h., is based at many strategic places throughout the world. Over 1,000 of these bombers have been built.

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system of reporting and control. It consists of a network of radar stations, designed to locate the attacking bombers as far away as possible, and keep them under constant observation. Their position would be plotted and reported to the control centres. From these centres fighters would be ordered into the air, and controlled until they made an interception. The guided missiles, ground-to-air, which will be available in the near future, would be operated in a similar manner.

This system of plotting, reporting and control is a great advance on anything used in the last war, when we had to depend on radar stations sited round our own shores. The depth of coverage now available would not only give longer warning, but would make it possible to shoot down enemy bombers over the sea. This is obviously important, as we certainly would not want them to fall on our own territory, carrying "A" or "H" bombs which would detonate on striking the ground. Guided missiles must be sited far forward, so as to intercept and destroy bombers over the sea.

But no air defence would be able to prevent widespread destruction. At the best we could hope to destroy a high proportion of the bombers, and increase the difficulties of those which penetrate the defences. This would mean that an enemy would have to devote a much larger effort to achieve a given result, and thus help to tip the scales in the air battle.

What is the value nowadays of passive air defence—black-outs, camouflage, smoke-screens and other forms of concealment and deception—against bombers equipped with blind-bombing devices? They are not, of course, as useful as they were in the days of visual bombing, but they are probably worth while for two reasons. First, they will force the bombers to rely on their blind-bombing technique, which is always liable to go wrong, and which may be interfered with by counter-radar measures. Secondly, the feeling that their homes and places of work are hidden from the air has a good morale effect on the civil population. As long as these measures, therefore, are not carried so far as to produce real inconvenience and even danger—as did our policy for the lighting of moving vehicles during the last war—they still have a place in the system of air defence.

AN AMERICAN AIRCRAFT IN SERVICE WITH THE R.A.F. : Sabre-jet fighters, one of which is shown here, have been in service with the R.A.F. for some years. They are to be superseded by the Hunter. Pilots who have flown both say that the Hunter has a better performance.

THE R.A.F.'S "PROBLEM-CHILD" : The Swift was designed as a research aircraft, but in 1950 it was suddenly put into production for operational purposes. This unforeseen change of plan was responsible for the many difficulties encountered by this fighter. The Swift will not now be used as a front-line intercepter as was hoped.

THE FOLLAND MIDGE—THE PROTOTYPE OF A NEW LIGHT FIGHTER WHICH WOULD BE A VALUABLE ADDITION TO ANY AIR FORCE : Exponents of the light fighter doctrine claim that this aircraft can be produced in greater numbers and much more cheaply than the heavier types such as the Hunter. Although the Midge can be produced comparatively cheaply, and more quickly, no concession is made in armament or flying aids.

There is a possibility that an aggressor would attempt to overrun Western Europe by land forces, coupled with a declaration that "A" and "H" bombs would not be used against centres of population unless the Western Powers used them in that way. Whether or not to restrict the use of our own "A" and "H" bombs would be a political decision, and it would certainly not be an easy one. If it were decided to accept such a restriction, the main task of the N.A.T.O. air forces would be the support of our armies. The long-range bombers would be directed against those targets which would have the maximum effect in halting the advance of the enemy. In certain circumstances, "A" bombs might be used successfully against large concentrations of troops. The air battle, fought in this way, would be no less crucial, and the fate of the land battle would largely depend on its outcome.

In any global war the security of our sea communications would be of vital importance. Lord Montgomery has expressed the view that the Western Powers could not win if they lost control of the Atlantic. "If we cannot deploy in Europe the power of the American continent," he said, "Europe could fall." And we, in Britain, must maintain the minimum flow of imports of food, oil and raw materials needed to avoid starvation and sustain our war effort. But the fight to maintain our sea communications, though vital, is bound to be a long-drawn-out struggle. The effects of shipping losses are cumulative, and can be offset to some extent by stock-piling the necessities of our existence.

REPRESENTING TRANSPORT COMMAND—THE FIRST PRODUCTION MODEL OF THE BLACKBURN BEVERLEY TAKES OFF FOR ITS MAIDEN FLIGHT : Transport Command, an essential part of the air force, is at present under strength but like Fighter and Bomber Commands is due to receive new aircraft. The first of these will be the Beverley. A long-range troop transport with four jet engines is also planned.

TRAINING IN THE R.A.F. : The Vickers Varsity, a flying schoolroom where the bomb-aimers and navigators receive their initial training. Later they will fly in Canberras and "V"-class bombers. The Varsity can be adapted as an ambulance, troop-carrier or light bomber.

THE JET PROVOST : This aircraft marks the beginning of new training technique by the Royal Air Force. It is planned that pilots will receive their initial training in jet aircraft of this type, and not in piston-engined planes as at present.

Control of sea communications is a joint responsibility of the Royal Navy and the R.A.F. It is possible that, in certain circumstances, the war at sea might become so critical as to demand the temporary diversion of a large part of our air power.

The present state of Coastal Command, in relation to its responsibilities, is not unsatisfactory, and the nature of its task would allow it more time for adjustment and expansion than can be expected by Bomber and Fighter Commands.

Another branch of the Air Force which would certainly be in great demand, and which needs strengthening and expanding, is Transport Command.

Although many nations are included in the North Atlantic Treaty Organisation, the backbone of its air power will be contributed by the United States Air Force and the Royal Air Force. While it may be true that the U.S.A.F.—with its B-47 six-jet long-range bombers and Sabre fighters—is at present better equipped than the R.A.F., this is a matter for rejoicing rather than regret. And we have the satisfaction of knowing that the R.A.F. is rapidly gaining strength as the new aircraft come into service. It may well be that in two or three years the situation will be reversed.

It is of great importance that all the N.A.T.O. air forces should be trained to work together in time of peace. A good deal of attention has been paid to this, and much progress has been made in the standardisation of weapons, ancillary equipment, and signals procedure. In addition, combined exercises are frequently arranged, with very encouraging results. The last war showed that air forces of different nationalities have a natural facility for working together in harmony. Indeed, the splendid co-operation between the U.S.A.F. and the R.A.F. was on a level seldom, if ever, previously attained between the forces of any two nations.

And, finally, since it is essential that the air forces of N.A.T.O. should operate as one homogeneous force, the acceptance of a common doctrine of the use of air power is of primary importance. In this field the R.A.F., with its unique experience of nearly forty years as a separate unified air service, has a tremendous contribution to make.

COASTAL COMMAND—ANOTHER IMPORTANT BRANCH OF THE R.A.F. : A Shackleton Mark II long-range reconnaissance aircraft. This aircraft carries radar and a variety of anti-shipping weapons. In some circles the view is held that shore-based, long-range aircraft such as this are making the heavy aircraft-carrier obsolete.

AFTER THE BLAZE: An aerial picture of the burnt-out tanks at Shell Haven, on the Thames Estuary. A tank containing about 250,000 gallons of naphthalene had exploded early in the morning. It touched off another tank, which held only a small quantity of oil sludge. Damage was estimated at £100,000.

AN OIL REFINERY FIRE

When a Tank Exploded at Shell Haven, in Essex, the Heroic Action of the Chief Engineer Saved the Refinery from Catastrophe

It was shortly before 4 a.m. when the great oil refinery at Shell Haven, on the Thames Estuary, was shaken by the roar of an explosion. A tank holding about 250,000 gallons of naphthalene had blown up. Burning spirit and white metal were thrown on to another tank, which was touched-off but fortunately contained only a small amount of oil sludge. Two hundred firemen were soon at the scene, and so were refinery officials, one of whom performed an outstanding act of courage.

A ship at the jetty had been pumping petrol into a tank. When the fire broke out, pumping was stopped, but the fire caused the pipe-line to fracture and the flames to spread. This meant that the valve at the base of the tank was still open and spirit pouring out. The most disastrous consequences to the refinery could be envisaged. Mr. Thomas Brookbank, the fifty-six-year-old Chief Engineer of the refinery, donned an asbestos suit. Four times he battled through the flames and the smoke before he succeeded in closing the valve. Two of his colleagues helped by spraying him with water. Mr. Brookbank's nose was injured and he burnt his hands. Afterwards he modestly declared: "It was done with the help of others."

THE HERO AND THE FIRE HE DEFIED: *On left*—Mr. Thomas Brookbank, the Chief Engineer (centre), with Mr. H. Dobson, the Refinery Superintendent (right), and Mr. R. Jackson, of the laboratory staff. Mr. Brookbank, in an asbestos suit, made four attempts, with flames beating about him, before he succeeded in closing a tank valve from which petrol was pouring. Mr. Dobson and Mr. Jackson sprayed him with water from behind. *On right*—Fire-fighting operations are in progress. The flames shot hundreds of feet into the air.

DAMAGE WHICH MIGHT HAVE BEEN FAR MORE SERIOUS: Petrol was being pumped into a tank from a ship at the jetty when the roar of the explosion shook the refinery. The damage might have been disastrous but for the courage of the Chief Engineer, Mr. Thomas Brookbank, who went through the fire to shut the valve of the tank into which petrol was being fed.

YARMOUTH FACES THE FUTURE

A New Power Station is under Construction, and Modern Flats are Taking the Place of the Norfolk Port's Ancient Rows

Great Yarmouth has for long been an important Norfolk herring-fishing port and perhaps the most popular of the East Anglian seaside resorts. Its ancient buildings and three miles of wide sea-front have always made it most attractive to visitors. But Great Yarmouth is moving with the times : already the 400-year-old Rows are coming down and modern blocks of flats are rising in their place. Meanwhile the latest and most up-to-date generating station is being built for the British Electricity Authority at South Denes.

Scheduled for completion by 1957, the new power station will have an installed capacity of 240,000 kilowatts. This will be derived from four 60,000 kilowatt turbo-generators, each of which will be served by boiler units with an evaporative capacity of 550,000 lb. of steam per hour. Plans have not yet been completed, but one of the most impressive features of the new station is likely to be the underground culvert half-a-mile long. This will carry cooling water from the River Yare and, when used, back to the sea. There will also be an underground conveyer to take coal from the quayside to the power station at a rate of 300 tons an hour. When in service, the new power station will serve not only Norfolk, but play its role in the National Grid System.

THE SOUTH DENES POWER STATION UNDER CONSTRUCTION : Work in progress on the concrete raft, 2½ ft. thick. On this raft will be built the boiler-rooms for the British Electricity Authority's new power station at Great Yarmouth, which is expected to be operating by 1957.

THE START OF THE UNDERGROUND CULVERT : An outstanding feature of the South Denes power station will be the culvert below ground, half-a-mile long. The cooling water, after use, will be taken out to sea. An underground coal conveyer will bring fuel from the quayside to the power station.

THE OLD TOLHOUSE WILL BE PRESERVED AS GREAT YARMOUTH IS REBUILT : One of the most ancient municipal buildings in the country, the Old Tolhouse, stands in Middlegate, at the bottom of Great Yarmouth's famous Rows. Portions of the building date to the beginning of the fourteenth century. The Old Tolhouse has, in its time, served as a gaol, a meeting-place for the Town Council and a museum. Like many of the old buildings of Great Yarmouth, it suffered considerably during the air attacks in the last war. While many of the Rows are being pulled down, however, the Old Tolhouse will be preserved, and will stand in striking contrast among the modern blocks of flats. The Rows are, in fact, very narrow passages, 145 in all, which were described by Dickens as the Norfolk Gridiron. They are so narrow that only two people can walk abreast.

THE OLD ROWS COME DOWN : Many of the buildings around these very narrow lanes are up to 400 years old. A large proportion of them were badly damaged by enemy action in the war.

THE NEW FACE OF GREAT YARMOUTH ON THE SITE OF THE TOWN'S MOST ANCIENT POSSESSIONS : Some of the flats and maisonettes which are being built in place of the old Rows. Along Middlegate Street, the Old Tolhouse will still remain as a reminder of the town's great history. The new buildings are among the most modern in the country. More than 2,300 permanent buildings have been erected in Yarmouth since the war.

TWO PRINCIPALS IN "LADY BE GOOD": John Margetson, who played Dick Trevor, and June King (Susie Trevor) in the Stock Exchange Dramatic and Operatic Society's production of the famous musical last week. The performances at the Scala Theatre marked the fiftieth season of the S.E.D.O.S.

A MOMENT OF DANCING: In the garden of the Vanderwater Estate are John Margetson and June King, with R. G. Williams, in the part of Rufus Parke, in the centre. Mr. Williams is also the Hon. General Secretary of the Stock Exchange Dramatic and Operatic Society.

On left—
A DANCE SEQUENCE: The dancing chorus approach the climax of the first act. A musical such as *Lady Be Good* demands considerable dancing skill, which the members of the S.E.D.O.S. showed they possessed in abundance.

AN AMATEUR COMPANY'S FIFTIETH SEASON

The Production of "Lady Be Good" by the Stock Exchange and Operatic Society, at the Scala Theatre, in London

When last week the Stock Exchange Dramatic and Operatic Society presented *Lady Be Good* at the Scala Theatre, in London, the players were marking their Society's fiftieth season of production. It was in 1906 that this amateur group began its career with Robert Marshall's comedy, *His Excellency The Governor*, which was soon followed by the first musical, *Cloches De Corneville*. The S.E.D.O.S. quickly established a high reputation and to-day is one of the select band of amateur companies for which the City of London is noted.

Looking down its records one finds that The Stock Exchange have frequently been the first amateurs to produce famous shows. For instance, among such musical productions were *Bitter Sweet* in 1933 and *Goodnight Vienna* in 1936. Members of the Royal Family have often honoured performances with their presence. Since 1947 alone there have been fifteen Royal occasions. Last December Her Majesty the Queen attended a performance of *A Penny for a Song*.

This Royal patronage is more than a deserved tribute to the amateur stage. For the purpose of the Stock Exchange Society's shows is to raise money for charities. In association with the Help Yourself Society it has contributed so far a grand total of no less than £850,000 to various causes. The range of the beneficiaries has been wide. In the past ten years they have included St. Dunstan's, The Soldiers', Sailors' and Airmen's Families Association, the London Council of Social Service, the East London Children's Moral Welfare, the British Empire Cancer Campaign, the Distressed Gentlefolk's Aid Association and the Jewish Lads' Brigade. The S.E.D.O.S. Committee offer a performance in a particular production to a specific charity. Sometimes a charity is given more than one performance.

The evening on which the Queen saw *A Penny for a Song* last December was in aid of the King Edward VII Hospital for Officers. From *Lady Be Good* last week King George's Fund For Sailors and a Kingsbury local charity benefited.

The members of the Society are drawn from all walks of the Stock Exchange. The casting committee is concerned only with dramatic and operatic talent. One of the leading performers in *Lady Be Good* is the daughter of a Stock Exchange waiter, who himself had appeared in many previous productions. Indeed, anyone who meets the cast of one of their shows cannot fail to be impressed by the team spirit of all concerned. The play is all that matters, and lack of social and commercial distinctions is one of the main factors in the consistently excellent standard of performances.

LAUGHTER AND SENTIMENT: *On left*—Dudley Ely, as Bertie Bassett, is with Shirley Dodd (Daisy Parke). *On right*—June King sings with Ian Murray (Jack Robinson). The main purpose of the S.E.D.O.S. shows is to raise money for charity. It has contributed, with the Help Yourself Society, £850,000 to many causes.

A certain number of players are invited who have no direct connection with the Exchange. But coming from other concerns in the City of London, it can truly be said that inevitably they do have some association with what is in many ways the centre of the City's business life. Occasionally a player is well known with other City Amateur Companies. For instance, Mr. John Margetson, who played the lead in *Lady Be Good*, also appeared in the Lloyds Dramatic, Operatic and Musical Society's *No No Nanette* last year.

Lady Be Good was first produced on the London stage at the Empire Theatre in 1926, and the stars were Fred Astaire and his sister Adèle. The music, by George Gershwin, further assured its success. In the Stock Exchange's production Fred Astaire's role of Dick Trevor was played by John Margetson, and Adèle Astaire's part of Susie Trevor by June King, who has for a long time delighted Stock Exchange Society audiences and increases her reputation with every production. A show of this kind requires ability in dancing and singing as well as acting, and the other principals rarely failed to show their skills in exacting roles. Notable among them were Rosalind and Ian Murray (Josephine Vanderwater and Jack Robinson), Shirley Dodd (Daisy Parke), Barbara Windsor (Shirley Vernon), Dudley Ely (Bertie Bassett) and Bart Wadham (J. Watterson Watkins). R. G. Williams (Rufus Parke) not only gave his talents to performance. He is also the Hon. Gen. Secretary of the Society. Miss Gladys Gill deserved great credit for her arrangement of the dances and for training the chorus in them. The production of Gordon Stratford and the musical direction of J. Armitage Fuggle were the basis of the fine performances.

A musical show requires much behind-the-scenes organisation and there must be many members of the Stock Exchange Society who were always ready to take on the less rewarding work. They, as much as the players, help to maintain the present reputation of the amateur stage in the City of London. Members of the S.E.D.O.S. are already giving their energies to their next production, R. C. Sherriff's *Home at Seven*, which they are putting on next May.

OPENING AND FINALE: *Above*—The chorus of dancers are in action in the first scene, set in a square in an American town. *On right*—Dancers work up to the finale of the last scene, in Eastern Harbour Yacht Club.

PRINCIPALS AND CHORUS: R. G. Williams and June King, with behind them the chorus which gave full quality to the songs of George Gershwin. London first heard the music of *Lady Be Good* in 1926, when the stars of the show were Fred and Adèle Astaire. Most of the S.E.D.O.S. players are associated through their work with the activities of the Stock Exchange.

"WATTY": Bart Wadham, in the comedy part of J. Watterson Watkins, listens to Rosalind Murray (Josephine Vanderwater).

"SHIRLEY VERNON": In this role Barbara Windsor made a great success. She is here with John Margetson (Dick Trevor).

"OH, WHAT A LOVELY PARTY!": The chorus gather in the second scene of the first act for one of the show's many memorable songs. The Musical Director at the Scala was J. Armitage Fuggle and the Producer was Gordon Stratford.

A HAPPY ENDING: The principals in the finale of *Lady Be Good*. From left—Rosalind Murray (Josephine Vanderwater), Bart Wadham (J. Watterson Watkins), June King (Susie Trevor), Ian Murray (Jack Robinson), and John Margetson (Dick Trevor).

AN EXTRAORDINARY TRIANGLE

Some Reflections on Lord Bessborough's Edition of the Correspondence of Georgiana, Duchess of Devonshire

By JOHN GORE

"GEORGIANA."—That *Georgiana* is an important book, admirably and lucidly edited and annotated, the serious literary critics generally admit. What some of them miss in it (from inevitably sketchy reading) are the reasons why it is important. I can think of two or three very significant reasons. This book finally establishes (if we need further evidence) that no definitive biography of a famous personage is possible until the last exhibit in the last archive has been read and weighed.

Before that time, the contemporary legend merely merges into a posterity legend built up on the guesses and theories of the romantic novel-biographers, preponderantly female. The second significant reason for its importance lies in the extraordinary number of interesting and novel points which the final truth provides for discussion. Of such a book, a dull or colourless review should be impossible to a critic of integrity. It should make his ink and paper fly. The average reader, interested in those times, who *has* really read the book, could talk for hours about it and its implications in a fever of interest.

What, for example, is the final verdict on Georgiana's character and the explanation of that extraordinary triangle—the Duke, the Duchess and Lady Bess Foster? Lord Bessborough, with great restraint, has stood back, refusing to join the theorists, and invites the reader to weigh the truth and form his own verdict. But he does the business for the reader by presenting at long last the whole truth, from which only one verdict can be drawn, and I do not think he would quarrel with my effort to set it down, unless in point of style and lucidity.

A Marriage à la Mode.—Georgiana's mother, Lady Spencer, a strong character, with many virtues, was very ambitious for her daughters' marriages. The 5th Duke of Devonshire was unexceptionable as the first *parti* in Europe. (Lord Duncannon, Harriet's choice, Lady Spencer at first regarded as not quite up to her standard.) It was she who arranged Georgiana's marriage, while the child was still in the schoolroom and perhaps backward for her age. She was seventeen when she married the 5th Duke in 1774. He was nine years older and was not unnaturally, for those times, reasonably spoiled. He was capable of generosity, but he had also inherently unpleasant qualities. He was selfish, dour, capable of ill-manners to inferiors, position-proud; worse still, he was tyrannical and capable of cruelty, and lacking in human sympathy.

That Georgiana was not in love with him at the time of marriage is clear, nor did she ever have for him "the love that casteth out fear." It is also clear that his own degree of love for her did not survive four years of marriage. Clearest of all comes the truth that from the first she was terrified of him and that her terrors grew as causes for his displeasure increased with her debts. Hence her subterfuges and prevarication. All this is made clear in the very first stage of her financial tragedy. When her debts stood at no more than what the Duke could have paid up at the price of a few dozens of wine, and dismissed with a pinch of her ear, it was to her mother she turned for a loan in her dread of her husband's anger.

"GEORGIANA, DUCHESS OF DEVONSHIRE," BY HENRY MEYER, AFTER GAINSBOROUGH: Born in 1757, she married the 5th Duke in 1774. She was the eldest daughter of the first Earl Spencer. *Georgiana; the Correspondence of Georgiana, Duchess of Devonshire*, edited by the Earl of Bessborough, is published by John Murray, at 25s.

For Georgiana emerges from the golden legend very different under the microscope of truth. She was greatly inferior in character to her slightly less famous sister, Harriet Bessborough. She was weak as water, easily depressed, easily uplifted, feckless, escapist, unbalanced. In fairness to her, let it be admitted that the fashion for gambling in her set and in her day was almost irresistible. Her mother, who loathed and feared it, could not resist it. The madness of the French Revolution unbalanced those who were nearest to it, with Paris contacts and *émigrés* under their roofs. Jane Austen in her country parsonage could ignore the cause and be safe from the effects. It was post-war insanity in a limited circle.

She had noble qualities, not perhaps of essential strength. Humility, above all. Kindness of heart, generosity, toleration requiring some degree of moral courage, and a frankness bred of true humility. Her charity covered a multitude of her sins. This is enough to explain much of her contemporary legend. Fox, not dazzled by her position, saw her for what she was, valued her charming virtues, excused her frailties which he shared. Sheridan saw her, too, as she was, but no doubt threw into the scales in her favour, her great position.

Coutts, the banker, who lent her large sums and furnished moral saws, was quite clearly determined to get his *quid pro quo*. The price of his unsecured loans was the Duchess's patronage and social advancement of the Misses Coutts; and how any critic could call Coutts' letters "dull," unless he be unconscious of unconscious humour, I cannot conceive. As well might he dismiss Mr. Collins' letters as prosy and dull.

No one would cite the Prince of Wales as an impeccable judge of women, but his lifelong admiration helped the popular legend, and without doubt Georgiana (lacking perfect beauty) had most of the qualities (and some of the failings) which comprise *charm* and which invariably include sympathy. No doubt "you could light your pipe at her eyes," because they sparkled and were lit by human kindness and true humility. She lost her head indeed over the fashionable vices of her age and set, never over her social position. She could lead and influence in trivial social fashions, never in moral influence. That the poor little soul was a darling I accept as truth.

The Triangle.—How was it that she and Bess Foster retained to the end of that extraordinary triangle an outwardly loving and unbreakable alliance? Up to now, this has been a minor puzzle of social history. Now, it is to be explained partly by what has already been said of Georgiana's marriage and character, partly by an appreciation of Bess's circumstances and nature. These two stuck together for mutual security. Bess, beautiful realist, was a gold-digger. She had left a husband she disliked and despised in Ireland and had become a freelance, with no financial means other than such aids as Lady Bristol could supply. She gained access by those means to the Devonshire House circle and soon enough amused the Duke and made herself an umbrella under which Georgiana could shelter from the man of wrath, her husband. Now, in that era, at least, in that narrow circle of privilege, infidelity and drunkenness were excusable in a man and a husband. It was a wife's part to condone these little weaknesses and keep a smiling face.

The Duke had foistered one bastard by a "little millener" called Spencer (oddly enough) on the Duchess, born either just before or just after his marriage. The Duchess (and even her mother) had condoned the lapse, and the Duchess had taken trouble over the child's upbringing. Charlotte Williams the Duchess accepted, as a dutiful wife should, as an extraneous lapse by her husband. But now soon enough, the Duke began to pay visits to the bedroom of his guest and his wife's friend. This was no extraneous lapse. It was a fouling of his own nest. What was usually assumed to have been a certainty by mere acceptance of the probabilities and of human nature, is at last confirmed: within a very few weeks of the start of this liaison, the Duchess became aware of it, as even her mother on a visit to Chatsworth became aware.

Its Solution.—Why then did the Duchess continue and increase her (at least outwardly expressed) devotion to the gold-digger who had filched the Duke from her (and, poor soul, was to pay often a heavy price for the gold she dug)? I have given the answer. They stuck together for mutual security. The Duchess would not, dared not, part with her umbrella. Bess could not keep her comfortable quarters at Chatsworth or Devonshire House, if the Duchess were separated or banished. The Duke's family pride could not have sanctioned her remaining under his roof; she herself would have become, had she done so, openly a castaway in the eyes of society. As the Duchess's burden of debt increased, this possibility grew; an order of banishment from her children, her home and her friends for a long period. She needed her umbrella, and when in 1792 she gave birth to a child by Charles Grey (of the Reform Bill) with the Duke's awareness, a more lengthy banishment became more certain.

For Bess, on the other hand, nothing but the Duchess's death or divorce could save *her* gold-mine. Separation or banishment were fatal to Bess's hopes. So the two stuck together like leeches, each for a personal and vital reason, and the Duchess's by far the less indecent. Another source of interest is provided in the lives of the four children irregularly born in the triangle. Bess, for her own purposes, took a deal of the strain of caring for others than her own, and managed to conceal her dislike both of the duty and the objects of the duty.

The Legal Puzzle of Legitimacy.—One very remarkable fact emerges and, I fancy, it would make even the Law Lords scratch their heads to account for it. Naturally enough, a husband's love-children begot in the course of his married life would have the fate and status of bastards and might be advanced or neglected according to the father's whim or wealth. Very different are the rights and status (in law) of a child born to a wife during the continuance of the marriage state as a result of a liaison with another man. That child has all the same legal rights as its legitimate half-brothers and sisters. He or she is born in wedlock. The marriage may be a failure, but so long as the erring wife is still her husband's legal wife, the offspring of her liaison is legitimate in law and usage. How was it then that Georgiana's child by Lord Grey, Eliza Courtney, was given a surname other than Cavendish, and why did she never claim to call herself Lady Eliza Cavendish (or Ellice after marriage)?

The Duke knew who her father was, the Duchess, no doubt, did not wish to fight for her rights and the Grey family acknowledged her by adopting her. Well and good, but her legal rights were ignored as, I think, were the legal rights of Lady Bessborough's daughter by Lord Granville who became Duchess of Leeds. Eliza had as much right to the style of a daughter of the Duke and Duchess of Devonshire (in law) as had Georgiana and Harriet Cavendish, who, indeed, often played with and treated her as a sister.

Her right in law to be recognised as legitimate was no less than William Lamb's, who was always "styled Honourable," until he succeeded to the Melbourne peerage. He was never fobbed off with the name of William Wyndham. It may be, of course, that a scintilla less than certainty differentiated his case from Eliza's in the matter of paternity. Charles Grey accepted his love-child. Lord Egremont did not. Perhaps Lady Melbourne was more clever or Lord Melbourne more tolerant. And what went for William Lamb went for a score of the offspring of other famous women's "miscellanies." Eliza had equal rights, and though, no doubt, she never cared later to exercise them, she had in her infancy a rare and, I think, a raw deal. Had these two families of Devonshire and Bessborough some private patent for disposing of awkward progeny?

The devices adopted to "cover up" the parentage of the Duke's bastards, Charlotte Williams, Caroline St. Jules and Augustus Clifford, are told in the book and are amusing enough.

A Final Puzzle.—There is one last point that arouses my curiosity. How came it that Georgiana's correspondence survived in such bulk? Some of her own letters were trivial, some were damaging to herself and family, a few might have been thought fit for destruction on other grounds. Few women of fashion treat themselves as royalties and have their own correspondence copied and their received letters filed. Two thousand letters, and more, and perhaps a thousand answers preserved by the writer's and receivers' families suggest that Georgiana's contemporary reputation and fame stood extraordinarily high for some years after her death at the age of forty-nine. Her sister's letters were ruthlessly burnt by her family.

Whether or no she deserves rank as an historical character on her own merits or merely as a portent of her times, we may fairly give our verdict; feather-brained and feckless as she was in money matters, she was a great darling, a rare charmer and a faithful and kind-hearted friend and patron. What a mad interlude her life and those of her small inner circle was! That subject also might be discussed at length.

In short, this book, so well edited, teems with interest. I could imagine an honest book-reviewer giving it a long-winded review, or expounding mistaken views. I cannot imagine him writing a *dull* review. But dull reviews there have been.

PRINCESS MARGARET TRAVELS BY RAFT DOWN THE RIO GRANDE RIVER, DURING HER STAY IN JAMAICA : Accompanied by Lady Foot, wife of the Governor of Jamaica, she is seen waving to people on shore at the start of her 8½-mile trip down the river. Their chair, decorated with flowers, is strapped to the 34-ft.-long bamboo raft which is piloted by " Red " Grant, one of the oldest boatmen on the river. He uses a 9-ft. pole for the purpose. During the 1½-hour trip the raft had to navigate the Blue Brook Rapids. There were also several other rafts carrying members of the Royal party. On her arrival in Jamaica Princess Margaret was met at Port Royal by Sir Hugh Foot and Mr. Manley, the newly-elected Chief Minister. Among her first engagements of a five-day stay were a visit to the races at Knutsford Park, and a garden party in the floodlit grounds of King's House, Kingston.

ACROSS THE CARIBBEAN TO JAMAICA

Scenes at Antigua, St. Kitts and Jamaica as Princess Margaret Continued her Month-long Tour of the British West Indies

THE ROYAL ARRIVAL IN ANTIGUA : Princess Margaret and Sir Kenneth Blackburne, Governor of the Leeward Islands, emerge from a specially decorated arch at Treasury Wharf, St. John's, at the start of the Princess's visit to the island. During her journey in the Royal yacht *Britannia*, from Barbados to Antigua, Princess Margaret paid a visit to the escort frigate *Bigbury Bay*, anchored in Prince Rupert Bay off Dominica.

GREETINGS AT ST. KITTS : The Princess is welcomed at the start of her day-long visit to Britain's oldest colony in the West Indies. After meeting many local personalities Princess Margaret made a tour of the island and then went to Government House. Later, she made another excursion and called at the St. Kitts (Basseterre) Sugar Factory. In the picture *on left* she is seen looking into a test ladle. She also tasted the sugar. Before leaving the island for Jamaica, the Princess attended a garden party at Government House.

A FAMOUS CANAL MAY BE CLOSED : The British Transport Commission has put forward proposals to close the Kennet and Avon Canal, seen here at Newbury. The canal connects Reading to Bristol.

The Kennet and Avon Canal between Reading and Bristol is 86 miles long, if its river sections are included. Constructed in 1810, it passed into the hands of the old Great Western Railway in 1852. In recent years it has been inherited by the British Transport Commission. Recently this national body has announced plans for closing it. This has led to some protests and questions have been asked in Parliament. Mr. Hurd, the Member for Newbury, asked for assurances that local interests would be heard before any action was taken by Parliament. The canal has a historical interest, for it is the only surviving long "broad beam" canal across England. It is said that if necessary it could take naval patrol vessels and landing-craft.

On left—

THE WATERWAY BETWEEN THE THAMES AND THE SEVERN : A barge lies at Newbury, on the Avon and Kennet Canal. Questions have been asked in Parliament regarding the closing of this waterway.

THE HOME NEWS IN PICTURES

A PICTORIAL SURVEY OF RECENT EVENTS IN ENGLAND

A NEW LOOK FOR A WEST-END STORE MEANS THE END OF A TRAFFIC BOTTLENECK : This is an architect's drawing of the proposed extension to John Barker's store in Kensington High Street. The new building will take two-and-a-half years to complete and will cost over £1,000,000. The proposed extension will set the building line of the store back and will give an improved roadway width of 85 ft., equal to that of Oxford Street. The bottleneck caused by the present building has been described by the police as one of the worst in London. Plans have also been made for broadening the Church Street corner opposite Barkers.

THE CROOKED HOUSE—THE BELL AT EAST MOLESEY, SURREY : This quaint old building was once a crooked house in more than one sense. At least three famous highwaymen made use of the Bell in the past. Claude Duval, Jerry Abershawe and Dick Turpin have all been customers. Dick Turpin is said to have escaped from the Bow Street Runners by climbing through a window on one occasion.

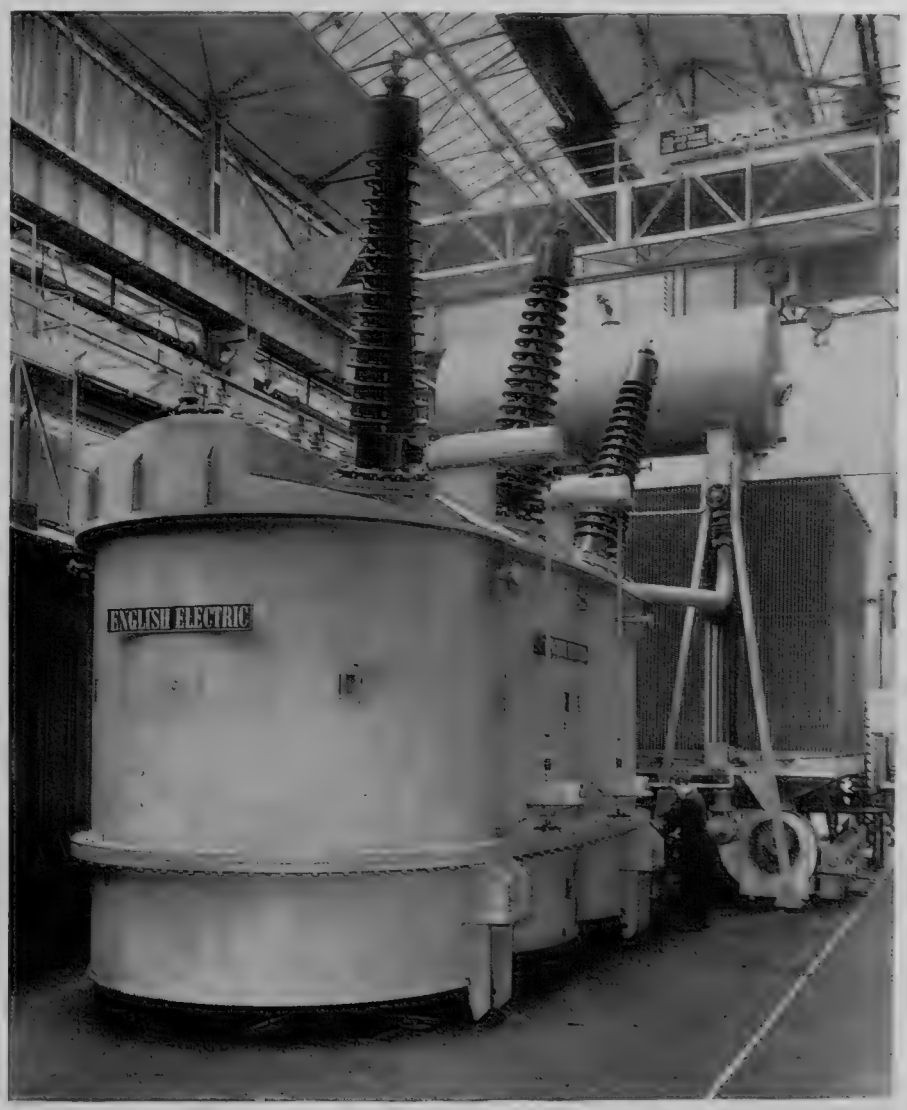
FOUR HUNDRED YEARS OF PUBLIC SERVICE TO LAUNCESTON : Mr. Stewart Luttrell Peter receives a scroll from the Mayor of Launceston, conferring on him the freedom of the Cornish Borough. This ceremony was in connection with the Borough's 400th anniversary. One of Mr. Peter's ancestors became the first Alderman of Launceston in February 1555.

On left—

MR. GROMYKO ARRIVES IN LONDON : The Soviet Deputy Foreign Minister (centre) walks across London Airport. He had arrived to take part in the Five-Power Disarmament talks. His was the first Russian 'plane to land in London since 1949. It circled for an hour before landing, because approach instructions had to be translated into Russian for the pilot.

REPAIRS TO A THAMES PIER : At Westminster Pier a pontoon, listing badly, is secured to a tug before being towed down-river for repairs in a dry-dock. Westminster Bridge is in the background. Last month this pontoon filled with water and dragged the Port of London Authority pier, anchored off the Embankment, by Scotland Yard, below the surface of the river. The mishap was due to a leak in the pontoon, probably caused by an obstruction. A firefloat and two fire engines joined in pumping operations, but for a time all the pier buildings, except for one roof, were submerged. It was believed to have been the first time that a Thames pier had sunk, except through enemy action. Westminster Pier has been the scene of many historic State occasions. One of the most recent was the return of the Queen from her tour of the British Commonwealth last year.

THE DUKE OF EDINBURGH IN MANCHESTER : Prince Philip is seen after unveiling a plaque during his visit to the new gasworks at Partington last week. The Duke made an extensive tour of the works, which is the first in this country to use the new Rochdale process, which doubles the output of gas without any increase in labour. Prince Philip was to have returned to London flying in his own aircraft, but twenty minutes after leaving Manchester bad weather was encountered and he had to turn back.



A DOLLAR-EARNING TRANSFORMER FOR THE UNITED STATES : The first of two three-phase transformers which have been built by the English Electric Company for the City of Seattle, in the United States. Weighing 116 tons each, the two transformers are worth about £250,000 and compare with the largest transformers in the U.S.A. They are the largest to be made in England. Despite icy conditions, the transformer seen here was taken by road, from Stafford, where it was built, to Liverpool, and has now left for the United States in the ship *Portland Star*.

A HARD WINTER

Last Week Saw Further Heavy Falls of Snow in All Parts of Britain, and in the North of Scotland Supplies were Again Dropped to Isolated Communities by Air

AFTER THE SNOWSTORMS, THE DRIFTS: Snow lying to a depth of several feet in the Aberdeenshire town of Huntly. Continuously heavy falls of snow, accompanied by very low temperatures, made conditions in town and country in England, Wales and Scotland the worst for years. Sheep in all parts of Britain have been among the chief victims of a hard winter.

A BLOCKED ROAD IN LANCASHIRE: In a raging blizzard workmen are seen trying to reach a lorry which was caught in a snowdrift on the main Manchester to Burnley road at Ramsbottom. More than seventy main roads in England were blocked at one time last week.

Once again the Services came to the aid of thousands of people cut off by the heavy falls of snow which last week blanketed the whole of England, Scotland and Wales. In the Northern Scottish counties of Caithness and Sutherland, helicopters based on Wick, and other aircraft from Kinross, on the Moray coast, went on numerous missions to lonely crofts and isolated villages, dropping food, fodder and supplies, and taking sick people to hospitals. This despite bad weather conditions, and in extremely low temperatures. In the West Country troops were called out to hack a way through the great drifts of snow which had cut off twenty villages.

Not for many years has Britain experienced such consistently heavy falls of snow accompanied by abnormally low temperatures. Braemar had its lowest temperature since 1895, 13 degs. below zero, or 45 degs. of frost. This intense cold is likely to cause serious losses among sheep in Scotland. The air-drops last week were far greater than those in January—the total tonnage dropped in nine days then was exceeded on one day alone last week. But despite this many flocks of sheep may be in a very weak condition by the time this hard winter has finally relented.

THE PLIGHT OF THE SCOTTISH CROFTS: From a Neptune aircraft are seen a flock of sheep and three crofters in the Wick area, in the extreme North of Scotland. The aircraft, coming from Kinloss, was one of several which dropped badly-needed fodder for sheep and cattle in isolated crofts.

A CONSTANT BATTLE TO MAINTAIN COMMUNICATIONS: A gang at work clearing the railway line at Dyce Station, north of Aberdeen. Last week's weather provided a constant threat to railway communications, and only continuous vigilance ensured that railway lines were kept clear of snow.

THE PICTURESQUENESS OF THE SNOW WHICH BELIES THE HARDSHIPS ENDURED : A view of Wick Airport, in the very north of Scotland, with runways almost completely indistinguishable. Although it was sunny, the temperature on one day never rose above 28 degs. Throughout the heavy snowfalls this winter, Wick has been the centre of helicopter and other R.A.F. rescue operations in Caithness and Sutherland. Last week aircraft were considerably hampered by the weather. Nevertheless, the Royal Air Force carried out a far greater number of operations than last month. Sometimes helicopter pilots were able to rescue sheep lying badly exposed in the snow.

TOWN AND COUNTRY COME TO A STANDSTILL IN THE GRIP OF FEBRUARY'S WEATHER : The isolation of this farm, Pollie, in Sutherland, is complete. A Shackleton aircraft brought food and supplies. *On left*—The harbour at Aberdeen, normally one of the busiest fishing ports in Scotland, lies silent, as the ice wedges itself against the vessels at the quayside.

MOTOR-RACING ON BRITAIN'S ROADS

More Support for Racing Circuits on the Roads of this Country; Common Driving Faults; Looking Ahead to the Languedoc Rally

BY "THE SPHERE" MOTORING CORRESPONDENT

A LOT of silly prejudice enters into this question of getting the Government to close public roads for motor-racing and thanks are due to Lord Brabazon for raising the matter again under the Road Traffic Bill.

This veteran motorist's motion that the Minister of Transport should be given power to close roads for racing had the backing of the Standing Joint Committee of the motoring organisations and, I am certain, had also the moral support of many people in this country, including non-motorists.

Anyone who has seen a big road race on the Continent—at Le Mans, Rheims or Spa, for example—finds it difficult to understand why road-racing has never yet been permitted on the mainland in the U.K.

For here in Britain the motor industry is a vital part of our economy, and one which owes much of its success in the world's export markets to the publicity gained for its products by success in motor sport. And much of this success has been gained in overseas events on roads temporarily closed to the public.

Sites for genuine road-racing circuits in Britain could be chosen with the greatest possible care, to ensure a minimum of inconvenience to the public. And the Minister, if given the powers suggested by Lord Brabazon, could limit the number of circuits—and of the races held on them—as severely as he wished.

The British School of Motoring recently produced some interesting figures relating to common driving faults. They are based on the School's periodical tests of professional drivers—tests made at the request of the men's employers in the interests of road safety.

The School tests about 1,500 of these drivers every year on behalf of commercial and industrial interests. All kinds of vehicles are used, from 8-h.p. cars to articulated vehicles weighing more than 20 tons.

Last year there were 1,662 of these check-tests on experienced drivers, who were also supposed to be efficient. All were entitled to drive any class of vehicle in Group "A." Of the total, 424—or more than a quarter—failed to meet what the B.S.M. calls "the minimum required standard of safety."

STIRLING MOSS DRIVES AN AUSTIN HEALEY: He is to take the wheel of a standard Austin Healey "Hundred S" in the Florida International Twelve-Hour Grand Prix of Endurance at Sebring, U.S.A., on March 13. Seen with him in this picture is Lance Macklin, who will be his co-driver. Moss won the Twelve-Hour race last year, and an Austin Healey driven by Macklin won the 3-litre class. It was the first British car home in the race, and came third in the general classification. The Austin Healey "Hundred S" is a special competition version of the ordinary "Hundred" sports car. It is the first production car to have disc brakes, and its specification also includes 130 b.h.p. 4-cylinder engine of 2,660 ccs. capacity, four-speed close ratio gear-box, and an all-aluminium body. At Bonneville, in the United States, last year the "Hundred S" averaged 132.2 m.p.h. for 24 hours, breaking fifty-three International and American National records.

There is no clue, in their report, as to what these standards are, but they are obviously based on the School's wide experience of how a well-trained driver should be able to handle his vehicle.

An analysis of the reports on these 424 "failures" makes an interesting study. No fewer than 339 of them were weak on their "approach to turnings," the chief faults being: too fast, cutting or swinging wide and failing to observe "Halt" or "Slow" signs.

The next most common fault concerned signals. The number failed under this heading was 330. Next came: imperfect knowledge of the Highway Code (324), use of mirror (323), road positioning (309), steering (256), braking (235), observation and reaction (230), overtaking (225).

One little thought occurs to me on this subject. . . . I hope none of these 424 drivers lost his job on the report of one B.S.M. tester. He should certainly be given the right of appeal; and also have, if wanted, the benefit of another independent test.

With snow on the ground as I write, it is both tantalising and tempting to read the prospectus for this year's Languedoc Rally, which again starts in London and finishes at Sète. Competitors will kick off on July 8, and by the time they reach this old Mediterranean port they will have motored 1,300 miles through some of France's loveliest scenery.

It is the third Rally of its kind and the organisers—the G.B. Car Club—do not exaggerate when they say that anyone who enters has a good chance of covering his expenses by sharing the cash prizes, which will total at least 500,000 francs.

What *are* the expenses, you ask? Well, take a party of three people in a Hillman Minx or Ford Consul, or any similar type of car. It will cost each of them about £35 for the whole eleven days of the Rally. This sum covers hotel accommodation, all meals (with wine), entertainments and cross-Channel freight for car and passengers, both out and home.

There will be control points in Paris, Vichy, Albi and Andorra. Tests of driving skill will be held at Albi, Andorra and Sète, but such is the easy tempo of this Rally that some of them are optional and will not count in the final results.

Full details may be obtained from Lieut.-Colonel G. L. Portham, 67/68, Jermyn Street, S.W.1.

A run I had recently in a new Morris Oxford convinced me that it is a much better car than the old model. For one thing, it has more zip. It also has more room and can seat five people comfortably.

A top speed of 75 m.p.h. and the ability to cruise effortlessly at 60 are given by one of the British Motor Corporation's "rationalised" engines—the 4-cylinder, overhead-valve unit of 1,489 cc. (bore 73 mm., stroke 89 mm.), which in basic form also powers the Austin A50 Cambridge.

With a compression ratio of 7.4 to 1, this engine, as turned out for the Oxford, gives 50 b.h.p. at 4,200 r.p.m. The A50 version has a 7.2 compression ratio and delivers the same b.h.p. at 4,400 r.p.m.

I liked the spaciousness of the Morris Oxford's front compartment and the snug comfort of the front seat, which is of the "bench" type and capable of accommodating three people (with a bit of a squeeze), thanks partly to the rake of the steering column, which slants to the right, with the wheel angled to match.

Petrol consumption of the Oxford is about 25 miles to the gallon. The car costs £744 17s. 6d. (including £219 17s. 6d. tax), and there is a smart and commodious station wagon version available for a total of £822 15s. The Morris Cowley is basically the Oxford, but minus some of its more luxurious adornments; and the engine is a 1,200-cc. job.

Choice of drivers for the Jaguar factory team this year produced some surprises. They were greeted with the suggestion—strenuously denied by Mr. William Lyons, the Jaguar boss—that he had dropped three of his best-known drivers for reasons of age.

These are Peter Walker, Peter Whitehead and Ken Wharton. Both Peters are "fortyish." Between them they won the classic 24-hours race at Le Mans in 1951—in a Jaguar. That was Britain's first Le Mans victory for sixteen years.

Ken Wharton is close on forty. In statements attributed to him in the daily Press he seems more annoyed at not being told earlier that he was not wanted than at being left out of the team. He says the Jaguar competition department gave him reason to believe right up to the last moment that they might want him to drive for them.

The newcomers to the Jaguar team are Jimmy Stewart, of Glasgow (23), Desmond Titterington, of Belfast (26), and Don Beauman, of London (26). There is also, of course, Mike Hawthorn, whose decision to drive for Jaguar in place of Stirling Moss I mentioned in my last notes.

Tony Rolt and Duncan Hamilton, who are in their middle thirties, are retained in the Jaguar team. These are the drivers who gave Jaguars victory at Le Mans in 1953 and came second in a Jaguar last year.

I am glad to see, according to the *Daily Telegraph*, that the use of radar for police speed traps is unlikely to be adopted in Britain.

I know we sometimes wonder about the strict accuracy of the evidence in speeding cases, knowing the way in which this testimony is collected, and realise that the use of a radar "eye" might ensure a higher standard of speed measurement. But there's something about the use of radar for this purpose that seems sinister—yes, and un-English.

That, however, does not appear to be the reason why the police in this country have voted against using the Electro-Matic Speed Meter. They have turned it down for a number of reasons, including these: r[illegible] insufficient; no saving in man-power; difficult[y] in taking numbers of offending cars; too expensive.

Extensive tests with radar "eyes" have been going on in Buckinghamshire, Hertfordshire and Cambridgeshire. The police chiefs concerned have now sent a report to the Minister of Transport telling him why they think the device is no good for Britain.

A grim question is asked by *Safety News*, the official journal of the Royal Society for the Prevention of Accidents. "Will the number of road casualties in Great Britain in 1955 soar above the highest annual figure ever recorded?" is their disturbing query.

The writer goes on to say that the 1954 figures (238,318 casualties, including 5,008 deaths) convey a grim and unmistakable warning. "No longer can we say that road casualties are still below pre-war level," the article continues. "The 1954 total is 2 per cent. above that of 1938. . . . The number of motor vehicles licensed is approaching 6,000,000, twice as many as in 1934."

THE MORRIS OXFORD, SERIES II: One of the most recent developments by the Nuffield Organisation, this car is powered by a 1½-litre (1,489 cc.) overhead-valve engine. Internally, it has approximately 4 ins. more width than its predecessor. There is also increased luggage space. The retail price in this country is £525 plus £219 17s. 6d. purchase tax. Top speed is over 70 m.p.h.

A DRIVING TEST FOR A NORWEGIAN PRINCE: Eighteen-year-old Prince Harald, son of Crown Prince Olav, has an examination in preparation for his driving test. He is seen with Mr. Bjarne Saarheim, Chief of the Certification Department, during the first part of his examination; he later passed his driving test successfully. The Royal Norwegian Automobile Association presented the Prince with a car on his eighteenth birthday (February 21), the presentation ceremony taking place at Skaugum, the residence of the Crown Prince near Oslo.

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AGROUND ON THE NORFOLK COAST: The French tanker *St. Pierre Eglise* is seen lying on her side on the coast near Waxham, Norfolk. The trawler, of 300 tons, is a practically new vessel, and became stranded last Saturday. She was driven ashore by gale-force winds, and much damage was done by the seas which battered the wreck. Soon after her crew were rescued by breeches buoy, the ship toppled over on to her side. At first there were hopes that the stranded vessel could be refloated, but the chances of this are now thought to be remote.

SHIPS IN TROUBLE

A Trawler Stranded in Norfolk and Small Ships Trapped by Ice in Scandinavia

Below—

EUROPE IN THE GRIP OF WINTER: These three small ships are vainly trying to force their way through the ice which blocked the entrance to Copenhagen Harbour during the recent cold spell. Ice caused many difficulties to shipping in the coastal seas around Scandinavia. Ice floes which had broken away from the shore constituted a great menace to small ships. At Laholms Bay, in south-west Sweden, more than 100 people, some of them boys, were marooned on an ice floe which broke away from the coast. Later, all were rescued by boats.

The World of Books

CATHERINE THE GREAT ACTRESS

The Memoirs of a Consummate Artist in Statecraft; Doing Justice to Magellan; Sigrid de Lima's Notable Novel; Robert Graves and the Princess Nausicaa

CATHERINE THE GREAT OF RUSSIA is one of the few notable women rulers to have written memoirs. They were not in any sense an apologia. When she died in 1796, after vastly expanding her domains at the expense of Sweden, Poland and Turkey, she left in the possession of her son, the Grand Duke Paul, a vast sealed packet containing her manuscript, written in French in her own hand and detailing the first thirty years of her life. THE MEMOIRS OF CATHERINE THE GREAT (Hamish Hamilton. 25s.) have now been edited by Dominique Maroger and are translated from the French by Moura Budberg. They are, on the whole, a free and frank account of Court affairs, although Catherine very naturally withheld the facts about her scandalous private life; there is a hint of them only here and there, and for the most part only by innuendo. What the memoirs do reveal is the almost overwhelming boredom of the Court, with masquerades and balls as the only real diversions.

Catherine did not even have the joy of family life. Her two children were snatched from her almost as they were born, and for long periods before her accession her mother-in-law, the Empress, told the Princess just where she had to live and what she had to do. She only saw her children by permission. The Court moved about the place constantly in Catherine's day, taking its pots and pans with it, and one gains the impression of a most ramshackle way of living. Catherine's husband, Tsar Peter III, emerges as a hopeless weakling, and one marvels all the more at his Empress's supreme ability to thrive amid hostility, with neither strength nor stay—no husband worth the name to go to with her cares and really very little spiritual comfort of any kind. But Catherine, the German-born Princess from Stettin, who was summoned to St. Petersburg to be a Royal bride, grew swiftly into a wise and guileful woman who could pick her way through all the intrigues of a malicious, scheming Court and knew by instinct the things that she must say to her people. The memoirs show how clearly she grew in statecraft until that day in the first week of her accession she went before the Senate, set aside all precedent, and put her own personal fortune at the command of a barren Exchequer, ensuring that wages would be paid and mouths would be fed in a near-bankrupt land. These are enthralling memoirs and, dealing as they do with Catherine's early days, there is a feeling in these pages that here is a great and consummate actress waiting eagerly in the wings to take her place on the stage of eighteenth-century Europe.

It is strange how long an injustice can persist. It has done so for centuries in regard to Ferdinand Magellan, the great navigator. In 1519 he set out from Spain on an immortal voyage. The surviving ship of the squadron was the first to sail round the world. Unfortunately, Magellan himself died at the hands of natives in the Pacific in 1521 before the voyage was complete. Detractors set to work soon after his death to ensure that ill fame surrounded his name. Charles McKew Parr, from Connecticut, now presents us with the results of research into his career. His text could be said to be found in a tribute paid by Antonio Pigafetta, one of the first circumnavigators, who said this of his dead captain: "Our mirror, our light, our comfort and our true guide, who died fighting while others were enabled to retire to the boats and safety, who endured hunger better than all his companions, and who understood charts and the sea as few others did." Unfortunately, Pigafetta was almost a lone voice and few were disposed to heed him in his own day. SO NOBLE A CAPTAIN (Robert Hale. 21s.) is a worthy memorial to Magellan, complete in its detail and majestic in its presentation. The story of the sufferings of Magellan's men as they crossed the Pacific defies the imagination. Of Magellan's greatness it leaves no doubt, and his qualities of heart and mind were unusual in a man of action in a lusty age.

A BRITISH HIMALAYAN PARTY STARTS ITS JOURNEY: On the quayside at Liverpool are the five members of an expedition which plans to tackle several peaks in the region of Mount Everest. From left are: Dr. Peter Boultbee, of Liverpool; Mr. G. Booth, of Great Crosby; Mr. Edward Courtenay, of Didsbury; Mr. Dennis Davis, of Beaumaris, and Mr. A. Gregory, of Blackpool, the leader. All but Mr. Gregory were about to sail for Bombay in the *Circassia*, seen behind them. Mr. Gregory is flying to Katmandu.

***On right*—ANOTHER HIMALAYAN EXPEDITION SAILS FROM GENOA: Four members of a Swiss-German team are seen at the Italian port, before sailing in the *Indian Reliance*. They hope to climb the Himalayan peak of Dhaulagiri (26,828 ft.).**

One young man who has thumbed his way round the world and another who has been round it on a motor-cycle, and at that knowing very little of the internal working of motor-cycles, have both written engaging travel-books. Both books have the blessing of the Book Society. Jacques Chegaray, whose hitch-hiking has taken him through darkest Africa and Polynesia, now arrives in the delightful island of Bali and gives us his reactions to this world of taboos, mysterious rites, dance and magic. He calls his book BLISS IN BALI (Arthur Barker. 18s.), and surveys this last stronghold of Brahminism in the South Seas, a place which has preserved intact to the very middle of the twentieth century its language, its laws and its medieval customs.

In THE WORLD BEFORE US (Collins. 15s.) Lennox Cook tells us how he temporarily renounced schoolmastering to go on his great motor-cycling adventure through the dust of the Syrian desert and Afghanistan, the jungles of India, the Nullarbor Plain in Australia, and countless other stretches of the world. He ends up on the great, broad highways of America, where "American hospitality is without conditions and demands, and almost Arabian in its amplitude."

THORNTON WILDER ON HOLIDAY: The distinguished author and dramatist stands outside a newspaper shop while spending a holiday in Rapallo. His latest play, *The Matchmaker*, has been running in London for some months.

Those who are revelling in the non-stop marathon autobiography of Mrs. Robert Henrey, which began with *The Little Madeleine*, can now continue the story in MILOU'S DAUGHTER (J. M. Dent. 16s.). This time we are for the most part on the Mediterranean seaboard. At this time of year in frost-bound England it is hard to think of anything more delightful. *Milou's Daughter* centres largely round the search for the origins of the author's father, once a gay cavalry sergeant at Nice.

It is hard at first to know quite what to make of Sigrid de Lima. She is no ordinary novelist and chooses no ordinary theme in CARNIVAL BY THE SEA (Chatto and Windus. 12s. 6d.). Out of season, Carnival-by-the-Sea—for that is the name of an American holiday resort—is a windswept, down-at-heel sort of place, a husk of a town haunted by the ghosts of the last summer and waiting only for the financial realities of the next. There amid the sand-dunes and the salt sea spray, amid the broken-down finery of the fun-fair and the merry-go-rounds, this author draws in unhurriedly the outlines of a domestic tragedy. For seventy pages or more she is content to be vague and to set the scene. She is most irritating in the process. But the touch is deft, for all the vagueness.

As we stand back several paces the picture comes to life. There is Ed Miller, the writer, and Dissy, his sister, who has slipped away from the protecting arms of her asylum. Somewhere in the seaside resort is their once-beautiful mother, Jessica Albany, living out her days in a half-crazed world of animal pets and mouldering finery. The stage is set for a finale full of ancient hates blazing in the open and past cruelties revealed like gaping wounds. But Miss de Lima will have none of it. Her main characters scarcely brush one against the other. For each of them a pervading sense of sadness seems to belong to the mood of this broken-down town. And then they go their ways.

One may not know exactly what to make of the half-obscurities and the impressionism of Carnival-by-the-Sea. This applies equally to Honor Croome's THE MOUNTAIN AND THE MOLEHILL (Chatto and Windus. 12s. 6d.), for all its clear-cut directness of style. This story, set in a spartan, unconventional girls' school in the Swiss mountains, is a puzzle. The reader may find it hard to decide whether we have here the usual schoolgirlish nonsense of beloved tradition, with all the chit-chat of the common-room and the prefects' table, or a profound psychological study probing into the minds of an adolescent cruelly buffeted by circumstances and of a teacher of iron will, determined to elevate her flock.

The headmistress of the school is the formidable Marie Boissier. To her English assistant, Alison, this Marie Boissier is something of an ogre, and to Sara Brennan, a fifteen-year-old English pupil, she looms even more menacingly. How the wretched Sara is driven to the brink of suicide is all very much larger than life. Here Honor Croome's touch, initially so very sure, fails her badly. Even so, this is not a tale to be dismissed lightly.

Robert Graves has delighted us in the ancient Rome of Claudius and Messalina, in the Byzantium of Count Belisarius, and in the America of the War of Independence. He never fails to create the atmosphere of the times, and this is no less true of his new book, HOMER'S DAUGHTER (Cassell. 10s. 6d.). In the form of a novel he propounds most ingeniously the once-scorned theory of Samuel Butler that the *Odyssey* was written by a woman. Mr. Graves would have us believe the authoress of the historical part of the epic was the Sicilian Princess Nausicaa. She relates her fascinating tale of a palace revolution in the first person with, needless to say, a wealth of Homeric allusion. The climax is the massacre of Nausicaa's insolent suitors.

Ilya Ehrenburg has written a novel in the new-style Soviet literature discussed at the recent Moscow Writers' Congress. Therefore THE THAW (Harvill. 10s. 6d.) represents quite a thawing-out in current Russian fiction. We see life in a provincial town without all the characters reaching their production targets. Just now and then a few folk fall by the wayside. How men and women think and act in provincial Russia to-day makes enthralling reading.

Here are two novels with a New York setting, the one moderately grave and the other modestly gay, and both a bit lightweight in texture. In THE END OF LOVING (Robert Hale. 10s. 6d.) B. J. Chute tells of a domestic tangle among comfortable-living New Yorkers, and of a marriage maintained to keep a face on marriage. This is tedious stuff, but it is saved by the by-play and the background, and a very human picture of apartment life in Gotham.

THE TUNNEL OF LOVE (Gollancz. 12s. 6d.) is the work of Peter de Vries. It is about a childless pair of New Yorkers who want to do some adopting, and it certainly has its hilarious moments.

Finally, here are two books with a romantic flavour, and one of them with a strong dose of mystery thrown in. MADAM, WILL YOU TALK? (Hodder and Stoughton. 10s. 6d.) has its setting at holiday-time in Avignon. How the car trip to Provence became a journey into danger is most grippingly told by Mary Stewart.

Doreen Wallace's DAUGHTERS (Collins. 12s. 6d.) is the story of three teen-age girls and their flight from the restlessness and boredom of country routine to the restlessness of the Metropolis. It might well have been called "Growing Up." Doreen Wallace is careful not to point the moral of it all, but it is there, all the same.

Richard Edmonds

In **BORN GARDENERS** (Evans. 12s. 6d.) *W. E. Shewell Cooper, who is Director of the Horticultural Educational and Advisory Bureau, describes his visits to gardens and gardeners of every kind. There are several photographs and drawings.*

Much of the emphasis of **PASTURES NEW—A Wildfowler Naturalist Explores North-West Germany** (Witherby. 12s. 6d.) *is on the natural history of the area. The book is written and illustrated by Jeffery G. Harrison.*

THE BOBBY JONES STORY (Foulsham. 18s.), *from the writings of O. B. Keeler by Grantland Rice, has a Special Foreword by Bernard Darwin. It is well illustrated.*

CONDUCTED PERSONALLY (Paul. 12s. 6d.) *is the autobiography (with illustrations) of Eric Robinson, who has been connected with the B.B.C. for twenty years, and who is now a prominent figure on the television screen.*

In **SPACE, GRAVITY AND THE FLYING SAUCER** (T. Werner Laurie. 10s. 6d.), *Leonard G. Cramp propounds a scientific theory on the motive power of the Flying Saucers. There is an Introduction by Desmond Leslie and the book is illustrated with drawings by the author and with photographs.*

MARXISM PAST AND PRESENT (Bles. 12s. 6d.) *is based on a course of lectures which R. N. Carew Hunt gave in Washington during the summer of 1953 at the School of Advanced International Studies of Johns Hopkins University.*

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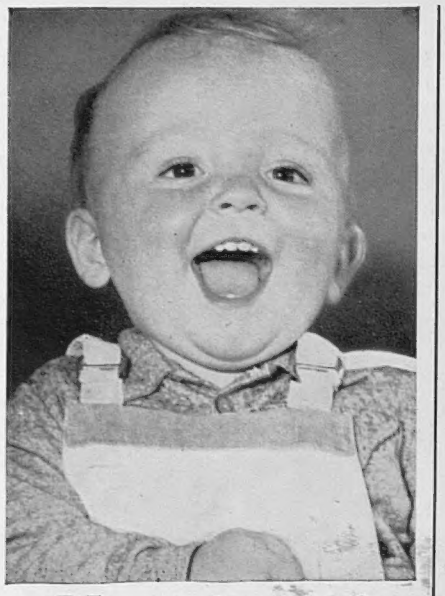

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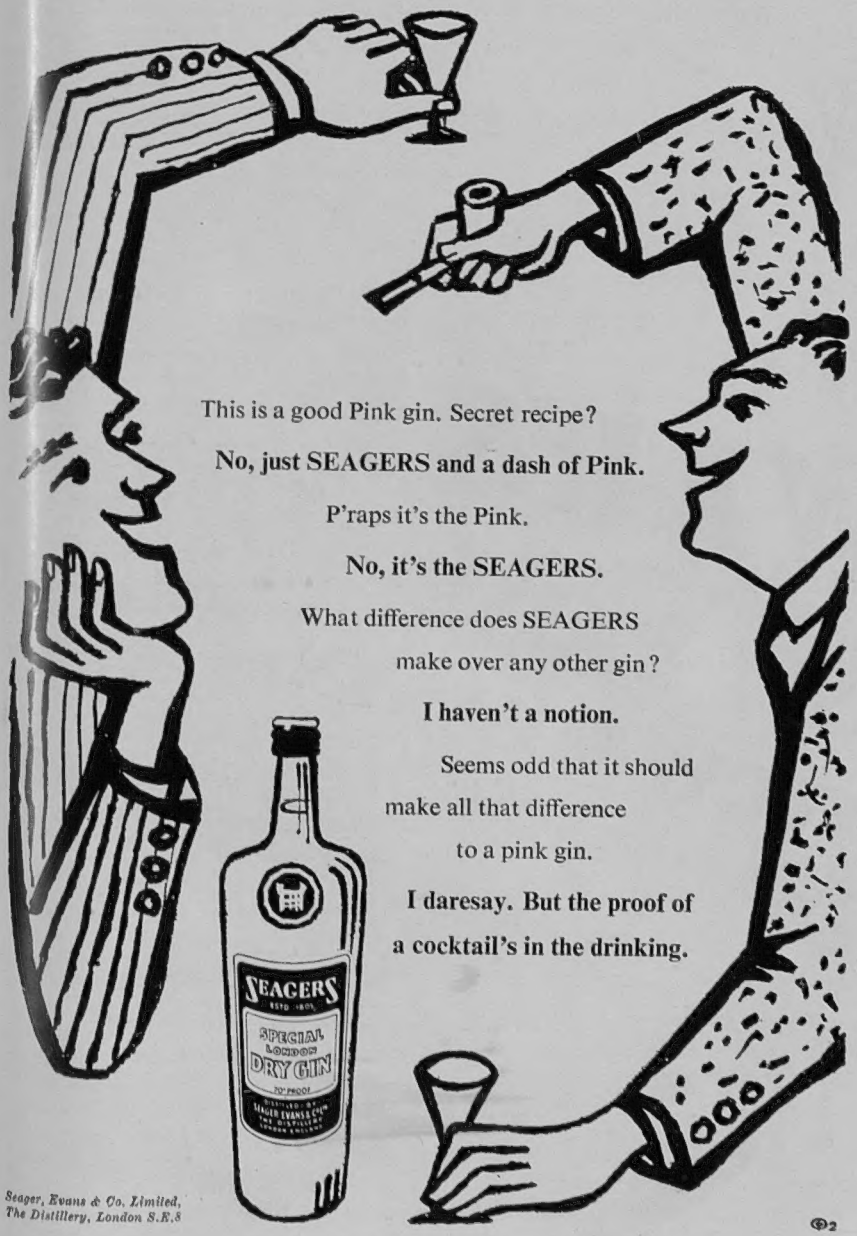

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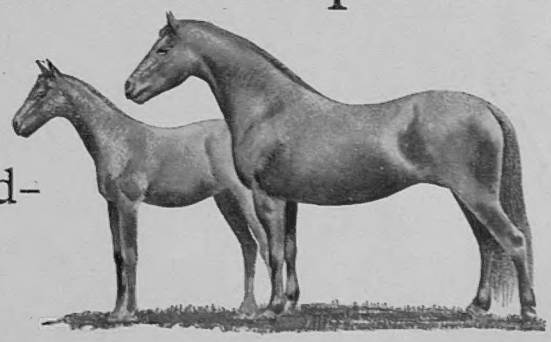

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Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Ingram House, 195–198, Strand, London, W.C.2, and Printed in England by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, London, W.C.2. SATURDAY, MARCH 5, 1955. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.